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Union deals nuclear blow to Kinnock

By Nicholas Wood and Tim Jones

Mr Neil Kinnock was last night facing the prospect of a politically damaging controversy over nuclear energy at the TUC conference which opens in Brighton today.

But Mr Gavin Laird, general secretary of the Amalgamated Engineering Union, dismissed the NUM's resolution as "barney".

Unions with members in the nuclear industry estimate that about 100,000 jobs would be lost if atomic power plants were shut down.

Mr Norman Willis, general secretary of the TUC, tried to head off a confrontation by persuading all sides to fall into line with a joint TUC-Labour Party compromise...

Mr Scargill was effectively torpedoed by his own delegates. The TCGWU also decided to back a hard-line motion from the National Graphical Association...

While the arguments rage inside, up to 3,000 dismissed print-workers and their supporters will mass outside the conference centre to lobby delegates.



Mr Norman Willis, TUC general secretary, relaxing in the sun at Brighton yesterday before facing the storm today.

Visas curb on African and Asian visitors

By Richard Evans, Political Correspondent

Controversial measures aimed at controlling the flow of Asian and African visitors to Britain look certain to be agreed today at the first meeting of Cabinet ministers since the summer break.

At the moment it is usually only visitors from Communist countries who need visas to enter Britain. Sir Geoffrey Howe, Foreign Secretary, who returned at the weekend from a holiday in France, is known to be unhappy with the visa scheme.

Apathy high among young

By Michael McCarthy

"Thatcher's childcare", the young people who have come of voting age since Mrs Margaret Thatcher arrived in Downing Street, are deeply cynical and largely apathetic about politics, and their disaffections are not being successfully harnessed by any party.

Unemployment is overwhelmingly the issue they consider most important, but nearly 80 per cent do not blame the Conservative Party or the Government...

Tomorrow Following the leaders

THATCHER'S CHILDREN Today's revelations about what young voters think will give party leaders pause for thought.

Henry Moore dies aged 88

By Nicholas Beeston

Mr Henry Moore, one of the world's leading sculptors, and among Britain's most acclaimed artists, died peacefully in the early hours of yesterday morning at his home in Hertfordshire aged 88.

Mr Moore was one of the greatest influences on contemporary sculpture for more than 50 years. His distinctive large bronze works, often depicting reclining figures, are displayed in 90 cities around the world...

Cram wins revenge over Coe

By John Goodbody

Sports News Correspondent Steve Cram won his revenge over Sebastian Coe in retaining his 1500 metres title as Britain produced a triumphant finale yesterday to the 14th European Athletics Championships in Stuttgart.

Moscow arrest of US reporter casts shadow on summit

From Michael Binyon

Washington The US Government has issued a sharp and swift protest at the detention of Mr Nicholas Daniloff, an American magazine correspondent, by the KGB for alleged spying.

Growth cut forecast by CBI

By Graham Searjeant

British exporters will fail to take full advantage of the improvement in world trade next year because they are not sufficiently competitive, the Confederation of British Industry fears.

Portfolio Gold There is £12,000 to be won today in the Times Portfolio Gold competition as there was no winner in the daily competition on either Friday or Saturday.

East coast ports alerted for toxic waste barges

By a Staff Reporter

Two Dutch dredgers carrying toxic waste were last night seeking a British port in which to unload their cargo.

Secrecy shrouds visit by Reagan's envoy

By Nicholas Beeston

An unprecedented news blackout surrounded the start yesterday of General Vernon Walters' visit to seven European capitals, as he lobbied the Western European allies on behalf of President Reagan for support against Libya.

FOCUS

Table with 2 columns: Home News, Overseas, Arts, Births/Deaths, Weddings, Business, Chess, Court, Crosswords, Diary, Features. Corresponding page numbers.

Gulf tankers get Falklands anti-missile system

From Robert Fisk, Dubai Iraq is willing to accept an internationally guaranteed non-aggression pact with Iran to end the Gulf war, Mr Saadoun Hamadi, the Iraqi Speaker, said yesterday (AP reports).

The scientific lessons of the Falklands war are thus for the first time being applied to another conflict, and military observers are likely to watch the results with keen interest.

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# Public right of access to all common land backed by commission

By John Young, Agriculture Correspondent

The Countryside Commission is to press the Government for legislation to provide a public right of access to the 1,500,000 acres of common land in England and Wales.

It has accepted all the main recommendations of a report by the Common Land Forum, representing 22 organizations, including farmers, landowners, local authorities, amenity and conservation groups, the National Trust, the Crown Estate Commissioners, the Nature Conservancy Council and the Sports Council.

The report was adopted by all but one of the participants, the Farmers' Union of Wales, and is probably the most striking example of harmony yet achieved among bodies which are normally in almost perpetual conflict.

The forum was set up two and a half years ago in response to concern at the lack of progress since the report of the Royal Commission on Common Land in 1958 and the passing of the Commons Registration Act in 1965.

In spite of the commission's recommendation that all common land should be open to the public as of right, subject to certain restrictions, there is still a legal

right of access to about only one fifth of the total area.

Common land is a relic of the medieval system under which cottagers had rights to graze animals, cut turf, collect wood and engage in other activities on land belonging to the lord of the manor.

That which remains is mainly land which escaped the eighteenth and nineteenth century enclosures, although nearly all of it is privately owned. It ranges from extensive upland pastures in the North to village greens in the South. It is the smaller commons which are considered to be in greatest danger from developers where they have not been properly registered or, in some cases, specifically designated with local authority approval.

The forum's report recommends that five years should be allowed for owners, commons and local authorities to form management associations and work out suitable management schemes. Each scheme would aim to balance the needs of agriculture, public access, nature conservation, landscape and other interests.

After the five-year period, all commons should be open

to public access on foot for quiet enjoyment, subject only to certain essential restrictions for reasons of public safety, the preservation of sites of special scientific or historic interest, the protection of young trees and lambing ewes, or allowing vegetation to recover from erosion or over-grazing.

Management schemes should not reduce existing legal rights of access and, if there are a significant number of objections, a public inquiry should be held.

Where informal horse riding already takes place, it should be allowed to continue. Elsewhere it would be at the discretion of the management association. On grazing commons, dogs, other than working sheepdogs, should be kept on a lead and prevented from disturbing birds or animals.

The controls on building or fencing works should continue and should be applied more effectively. Unclaimed common land should be vested in the local authority or national park authority.

Local residents should have a legal right to use their village green for local sports and pastimes, a right which at present is not always clear in law.



Marsden Beach, part of the stretch of coast offered to the trust

## Trust denies regional bias

The National Trust has rejected strong criticisms from one of its own council members concerning the offer of a stretch of unspoilt coast in Tyne and Wear (John Young writes).

Dr David Clark, Labour MP for South Shields, and an Opposition spokesman on the

environment, accused the trust of demanding excessively large financial guarantees from the local authority for the upkeep of the three-mile stretch of cliffs and beach between Sunderland and South Shields.

Dr Clark said the trust showed a distinct preference

for properties in counties such as Devon and Cornwall, as opposed to the North-east.

A trust official said that negotiations were continuing with South Tyneside District Council, which was being asked to guarantee £20,000 a year towards the cost of wardens.

## Gypsies in call for private land sites

Gypsies should be helped by local authorities to develop private sites, the National Gypsy Council says.

Such help, it contends, could solve the problems caused by what the council says is the failure of local authorities to meet the provisions of the Caravan Sites Act 1968.

The organization said that local authorities could even identify land in their ownership for leasing to families wishing to set up their own sites. It was responding to a Department of the Environment consultation paper on gypsy policy.

The council added that the policy had been a resounding success in at least one area where it had been put into effect.

Department of the Environment figures for the six months to July 1985 list 1,678 caravans on private sites in England and Wales, compared with 4,008 on council-run sites.

The council which is based in Oldham, Greater Manchester, said that those showed that private site provision amounted to almost 30 per cent of official site provision.

## Scarman to look at housing in Brixton

Lord Scarman is to pay a return visit to Brixton in south-east London this autumn to coincide with the fifth anniversary of his report into rioting (Charles Kneivt, Architecture Correspondent, writes).

As president of the United Nations International Year of Shelter for the Homeless in 1987, he will check progress on housing developments in the area. Poor housing conditions formed a large part of his report.

Mr Leighton Andrews, director of the United Nations campaign in the United Kingdom, said: "The lessons of the Scarman report have not yet been learnt. Housing in our inner cities is decaying at an alarming rate."

He said that the Government's inner-city policy would be put "under the microscope" as part of the events planned to mark the anniversary.

Lord Scarman will also chair the first day of the two-day Building Communities conference, at the Astoria Theatre in London, on November 27. The Prince of Wales will be the main speaker.

## Writer's comment on race 'improper'

Sir Woodrow Wyatt is criticized by the Press Council for making assertions in his weekly column in the *News of the World* that were likely to pander to racial prejudice.

The council in an adjudication yesterday says that it was improper and irresponsible of him to characterize a substantial part of the black population of Britain as lawless, drug-taking, violent and unemployable.

To that extent it upheld a complaint by Mr Alan Edwards, of 30 Bristow Place, London, W2, against the *News of the World*, that the newspaper published an irresponsible and inflammatory article likely to encourage racial prejudice.

In his column, "The Voice of Reason," Sir Woodrow said Asian immigrants were generally well behaved, as were most of those of African descent, but there was a major problem with a large chunk of the latter, who were lawless, drug-taking and violent.

His comments were made in the context of the release of 30-year-old Cabinet papers recording discussions about coloured immigration. The

column was headlined: "Stop the Favours for Race."

Responding, Sir Woodrow said the complaint was an attempt to persuade the Press Council to support censorship.

The council's adjudication was:

Sir Woodrow Wyatt's regular articles in the *News of the World* are a subjective and polemical column offering his personal views on varied subjects.

It was not improper of him to devote an article to his thoughts on attitudes to race and immigration, which are legitimate questions for debate.

The general line of the article was that immigration policy from the 1950s had been mistaken and that the aim should now be to integrate immigrants totally with British attitudes instead of encouraging them to stick to their own customs. Sir Woodrow was entitled to advance that view.

However, he made assertions about the consequences of immigration, unsupported by adequate evidence, which were likely to work adversely to good race relations and to pander to racial prejudice. The assertions stereotyped and characterized a substantial part of the black population of Britain as lawless, drug-taking, violent and unemployable.

## Tree given new life in the wild

Sir Peter Scott, the naturalist, is to plant a tree of a type extinct in the wild since 1803 at a ceremony on September 10 in the Chelsea Physic Garden, London, to mark the twenty-fifth anniversary of the World Wildlife Fund.

The tree, *Franklinia Altamaha MacIntosh*, was discovered growing alongside the river Altamaha in Georgia, its only habitat, in 1763, and named after Dr Benjamin Franklin.

Franklinia was chosen for the planting to illustrate that the World Wildlife Fund is about preventing extinction and reintroducing specimens back to their habitat, Patricia Spanner, for the World Wildlife Fund-UK, said yesterday. "We are planting this tree as a symbol of our work."

## Meningitis mass test campaign

Health chiefs are planning to test all 6,000 people in Stonehouse, the town at the centre of a meningitis epidemic in Gloucestershire.

Gloucester District Health Authority hopes that a mass swabbing of the population of the town, near Stroud, could give new clues about the source of the outbreak.

Three victims of the disease in the area have died. The last was Christopher Knight, aged seven, of Stonehouse.

## Victim named

The woman found murdered at her home in Tasman Road, Clapham, south London, on Saturday was identified yesterday as Lorna Hayes, aged 29.

### Science report

## Male infertility clue found in mice tests

By Andrew Coghlan

A discovery by researchers in the United States has shed important new light on male infertility, and could provide the basis for a cure.

Mr Osamu Tsutsumi and his colleagues at the National Institute of Health in Bethesda, Maryland, have found that a chemical called epidermal growth factor (EGF) plays what appears to be a key role in helping mice sperm mature. Because EGF is also produced by humans, the researchers reason that it could play a similar role in man, and that under-production of the chemical could lead to low sperm counts and infertility.

EGF is produced in the mouse's sub-mandibular gland and until now its biological role has been unclear.

When the scientists removed the gland from mice, so cutting off the supply of EGF, they found that the levels of mature sperm dropped by as much as 55 per cent.

But when EGF was administered to the glandless mice, their sperm counts recovered completely, suggesting a link between EGF levels and sperm production.

Mr Tsutsumi and colleagues investigated the role of EGF

more deeply by examining how sperm at different stages of maturity were affected by EGF deficiency.

Sperm are formed in three distinct stages, and the researchers found that EGF deficiency appeared to disrupt the second stage of production. They noted that levels of sperm in the first growth phase were abnormally high in mice lacking the sub-mandibular gland.

That, they conclude, is because EGF, the trigger which appears to start the second phase of growth, is absent.

Nevertheless, the researchers have no idea, as yet, how EGF activates the second stage of production.

They know, however, that EGF is not the only trigger for sperm growth, otherwise mice without the capacity to generate it would have had a zero sperm count.

The theory that some cases of infertility may be attributable to EGF deficiency gains ground, they add, given that seminal fluid samples taken from some human subjects show marked immunoreaction against EGF.

Source: *Science* (August 29, 1986, vol 233, pages 975-977).

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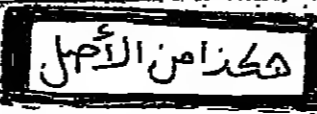


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# Honecker may help to dam immigrant flood across German border

Leipzig (AP) — President Honecker of East Germany indicated yesterday that he might help stop a flood of Third World refugees into West Germany to stop more damage to inter-German relations.

Herr Hans-Otto Brautigam, chief of West Germany's diplomatic mission in East Germany, had told him of West German concern at the opening ceremonies of the annual Leipzig Trade Fair.

The fair, which has been staged regularly here for several hundred years, has become a showcase for Communist block industry but also attracts West German and other Western companies. About 6,000 exhibitors from about 100 countries are taking part this year.

Herr Brautigam greeted Herr Honecker as the East German President was making his traditional opening-day tour of exhibits and told the Communist leader "some shadows" were hanging over inter-German relations.

He told Herr Honecker the West German Government wanted, "to clear up these

shadows, so we can come to more trustful, good neighborly relations".

The West German diplomat did not spell out what he meant by "shadows", but knowledgeable observers said he meant mainly the problem of foreign refugees exploiting lax East German transit controls to reach West Germany.

A bomb exploded yesterday at a West German government office in Cologne (Reuter reports from Cologne). Responsibility for the blast was claimed by the left-wing "Revolutionary Cells" guerrilla group, which said that it was aimed at a computerised central registry of foreigners living in West Germany.

Herr Honecker replied that East Germany actively sought good relations with West Germany. "If this foundation of goodwill is shared by both sides, then I assume we can also solve all other problems."

He did not elaborate, but his statement apparently touched on the Third World asylum seekers who have streamed into West Germany via the

divided city of Berlin, whose eastern zone is controlled by the Soviets and East Germans.

West German officials complain that about half of the 52,000 asylum seekers to have entered West Germany this year have flown into East Berlin, then were allowed to transit to West Berlin despite a lack of proper travel documents.

West Berlin cannot turn back refugees because the city is under Four-Power government by postwar occupation treaty. But since West Berlin is an administrative enclave of West Germany, refugees arriving in the city can easily move on to that country.

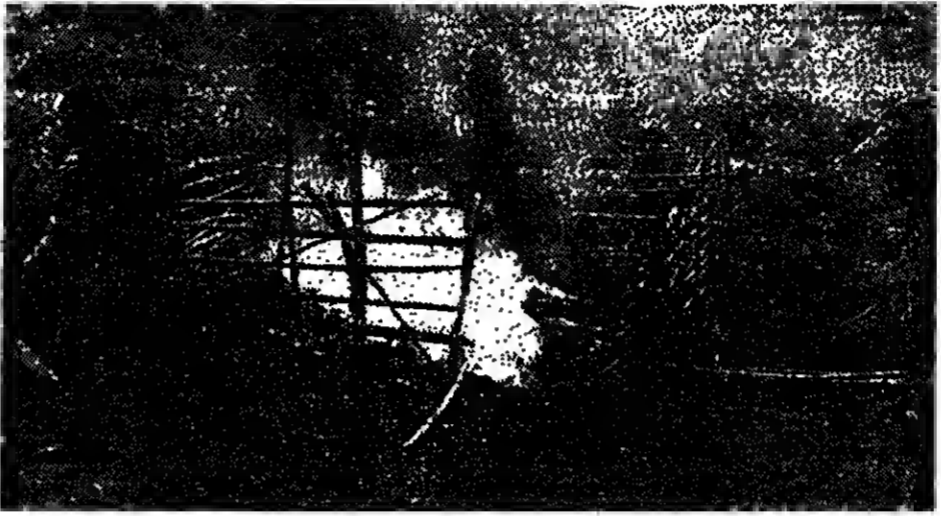
The refugee flood has virtually exhausted West German temporary accommodations facilities, triggered racial incidents and calls for tightening the liberal asylum clause in the nation's constitution.

West Germany has repeatedly demanded that East Germany stop refugee flights to Berlin. But East Germany has denied responsibility for the refugees, suggesting instead the West should tighten its immigration controls.

# Cameroon proves its efficiency in the aftermath of disaster



Emergency relief supplies, above, sent through the International Red Cross being unloaded at Bamenda airport for survivors of the Lake Nyos volcanic disaster, while Cameroon soldiers, below, burn animal carcasses in a village on the lake to avoid epidemics.



# Teamwork averts spread of disease and allays distress

From Gavin Bell, Bamenda, Cameroon

The first phase of a well-ordered relief operation for about 3,000 survivors of the volcanic disaster in Cameroon is nearing completion.

Despite the remoteness and rugged terrain of the stricken region, thousands of tons of emergency aid has reached two distribution centres near the scene of the bizarre tragedy.

The immediate threat of an epidemic has been averted by the rapid and unceremonious burial of some 1,500 villagers asphyxiated by the toxic gas of carbon dioxide. The carcasses of thousands of cattle and other animals scattered around the high plateau are being burnt.

More than 500 casualties have received proper medical attention, and those requiring skin grafts for severe acid burns have been transferred to larger hospitals.

The second phase, the establishment of relief camps pending a big resettlement, is already under way.

En route C-130 transport aircraft of the Cameroon Air Force have been ferrying the international aid from Yaoundé to a new airport at Bamenda, the north-west provincial capital.

From there, convoys of Army lorries and commandeered four-wheel-drive vehicles have been straggling up a tortuous dirt road to the distribution centres at Wum and Nkambe, respectively 25 and 70 miles away.

Supplies include camp beds, blankets, drugs, power generators, and 20,000 tons of cabbage from France.

In the immediate aftermath of the disaster, villagers forced to flee their homes were given refuge by neighbouring tribes, in accordance with African tradition, and in local hospitals and community centres.

Given the relative prosperity and fertility of Cameroon in African terms, there was never any prospect of famine.

But the exercise is stretching the resources of rural communities, and temporary refugee camps are the logical interim solution.

Scientists have ruled out any return to the disaster area for the foreseeable future, because soil and water are probably contaminated and the danger of another gas escape is considerable.

Hence the Government is planning to build new villages south of the volcano, where they would be safe from any future eruption of lethal fumes carried by the prevailing south-westerly winds. It is hoped that work will begin by the start of the dry season next month.

One concern of the provincial authorities is locating and settling hundreds of Fulani nomadic tribesmen who roam the mountains with herds of long-horned zebu beef cattle. Those who survived the disaster have scattered into adjacent tribal lands.

Another problem is that the homeless are likely to be joined by as many as 5,000 relatives taking advantage of the building project to secure housing.

For the time being, however, foreign observers have been impressed by the pragmatism and efficiency of the Cameroon authorities in coping with the greatest national disaster.

Mr Robert Hogarth, a vicarious who has come from Douala to supervise the British aid, said that the operation

# Bindel switches to a German flag

From Harry Debelius Madrid

Captain Wolfgang Bindel of the freighter Auriga, which is being held in the Canary Islands in connection with the appearance of Tamil refugees in lifeboats off Canada last month, has taken down the flag of Honduras registry on his ship.

The official Spanish news agency Efe reported yesterday that Captain Bindel was in-

stead authorised to fly the German flag by the West German consulate in Las Palmas.

Spanish authorities held the ship, acting on a request from the Honduran Government presented in Madrid by Señor Humberto Lopez Villamil, the Honduran Ambassador. The Hondurans accused the sea captain of "an international crime" in connection with the refugee incident.

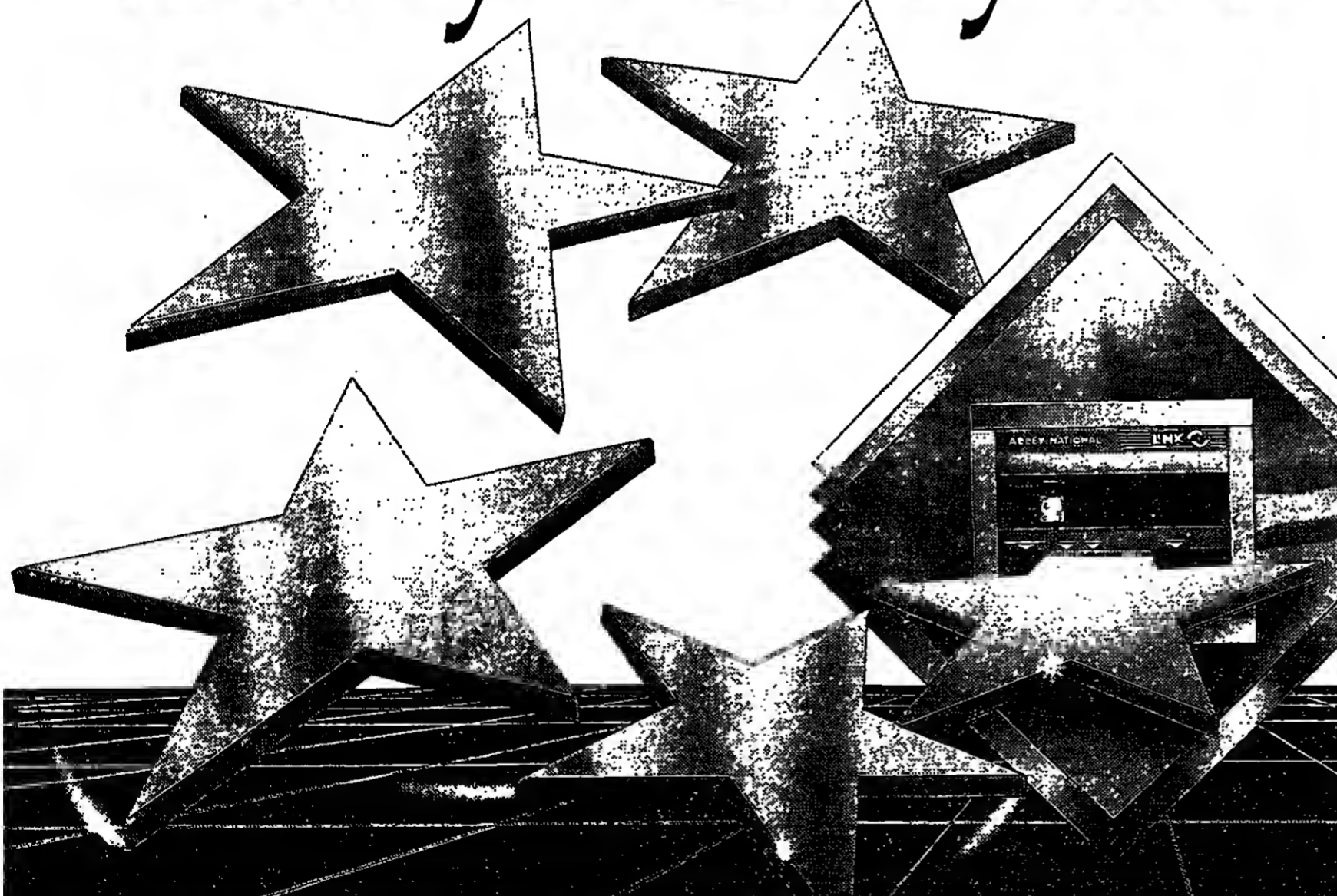
La Provincia, a Canary

Islands newspaper, quoted the captain as denying he had admitted transporting more than 150 Tamil refugees who were found off the Canadian coast.

The change of flag took place two days after the Spanish navy, in response to the Honduran Government's request, told Captain Bindel not to remove his ship from the Las Palmas port until further notice. He was not under arrest.

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buying food locally for the next six to 12 months, for building new villages, and for replacing lost cattle."

He estimated the need at almost 21 million for the food and homes alone.

He said there had already been 10,000 blankets - more than three for every refugee - and tons of Spanish and Italian army rations, which were appreciated only by Cameroon soldiers helping the relief efforts.

"As is often the case, it is a question of national governments getting rid of unwanted surpluses," Mr Daniell said. "They are rather backhanded gifts." Funds for buying food locally would have been more appropriate, rather than food-stuffs to which the refugees were not accustomed.

"A local brewery sent a load of totally useless soft drinks with no nutritional value. It went up in a truck with a British flag on one fender, and the American on the other. It was just a publicity stunt."

"It was embarrassing to see trucks carrying stuff like that almost colliding with lorries coming the other way with local produce to sell in the market towns."

Despite the apparent confusion abroad, Mr Daniell said he had been impressed by Cameroon management of the relief effort. "They have been very sensible and well organized. It has been a very creditable effort."

People are being kept beyond a six-mile radius of the volcano until scientists have determined when it may be safe to return. A decision on the resettlement programme is expected within two weeks.

# Airliner lands safely minus one wing flap

Athens — A British Airways Tristar flying 315 passengers from Tel Aviv to London yesterday lost its left wing flap as it approached Athens airport for an emergency landing because of engine trouble (Mario Modiano writes).

The airliner landed safely and repairs were being made so it could resume its flight.

Passengers were accommodated in hotels near the airport as all alternative flights from Athens have been cancelled because of a strike of foreign airlines staff.

Greek coastguard frogmen were searching the bay next to Athens airport to retrieve the flap, which fell off the aircraft about 150 metres from the coastline which was crowded with weekend swimmers. No-one was hurt.

# Country town fears further race violence

Sydney (AP) — The small Australian country town of Bourke was quiet yesterday after clashes between police and local aborigines, but a resident said townspeople feared further racial violence.

The Rev Harold Sampson, chairman of the Bourke Community Youth Support Scheme chairman, said the trouble in the community of 4,000 residents had been building up until it erupted on Thursday when Brendan Moore, aged 16, an aboriginal, was run over by a car.

The violence, which left three policemen injured, began after the white driver, charged with dangerous driving, was granted bail.

A number of stones and bottles were thrown at police.

# Asylum plea to Sweden

Stockholm — Mr Ramsey Clark, a former US Attorney-General, yesterday appealed to an embarrassed Swedish Government to show "courage and independence" by granting asylum to Mr Karl Linna, an alleged war criminal who faces a death sentence in the Soviet Union (Christopher Mosey writes).

Mr Clark, now a lawyer specializing in cases involving human rights, has been acting for Mr Linna, an Estonian aged 67, who has been con-

Coalition plans to...  
Victory...

Attorney...  
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Asylum...  
Racial in...

French parties in ferment

Coalition uproar over plans to re-draw electoral boundaries

From Diana Geddes, Paris

France returns to work today at the traditional end of the summer holidays amid a growing uproar over the Government's plans for re-drawing the constituency boundaries.

Angry protests are even coming from within the Government's own right-wing majority.

Computer projections, based on the results of the general election last March, suggest that the Gaullist RPR party would get 60 seats more than its centre-right UDF ally under the plans drawn up by M Charles Pasqua, the RPR Interior Minister, instead of some 20 seats at present.

The UDF is increasingly feeling diminished and stifled by its senior partner in government. M Michel Rocard, former General Secretary of the UDF, spoke for many of his colleagues when he said in a recent front page article in Le Monde that the much vaunted "Union of the Majority" was leading to a deliberate and catastrophic weakening of the UDF.

M François Léotard, Culture Minister and General Secretary of the Parti Républicain, one of the main components of the UDF, has said that it was time to make the "second cobitation" succeed - that between the

RPR and the UDF - now that the cobitation between the Government and President Mitterand was working reasonably well.

M Jean-Claude Gaudin, leader of the UDF group in Parliament, said the UDF wanted "to govern with the RPR; we don't want to be dominated by the RPR". It has not gone unnoticed that virtually all the major reforms introduced so far have been instigated by RPR ministers.

The growing rumblings of discontent within the majority prompted M Jacques Chirac, the Prime Minister, to sing the praises last week of the alleged "unity and solidarity" of the Government, while at the same time insisting that he had never asked the right-wing majority "to stand in a straight line and answer to a whistle".

M Pasqua's plans for the new constituencies have provoked much greater hostility among the Socialists and the Communists, who have accused him of scandalous gerrymandering and of daylight robbery. It has been estimated that the traditional right-wing parties would stand to win up to 40 more seats than at present.

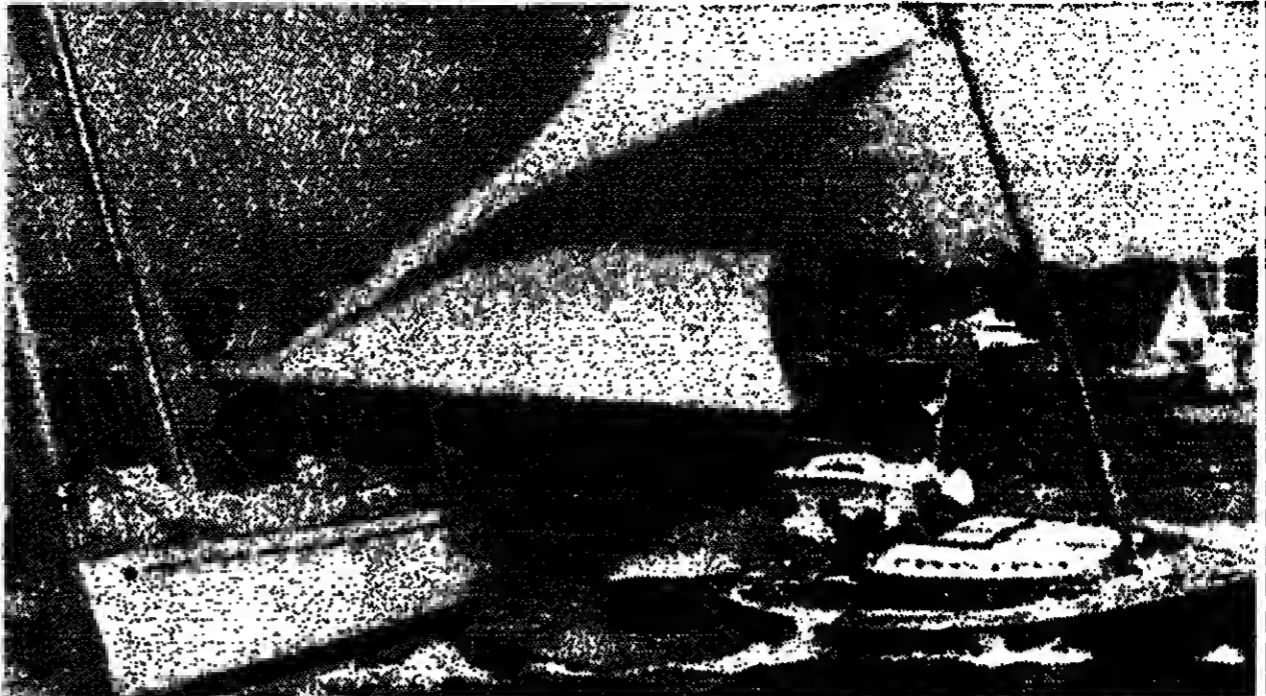
However, it is the extreme right National Front, rather than the left, which is likely to

suffer most under the new system. Indeed, the National Front is liable to be virtually obliterated. While the Communists stand to lose around a third of their present 35 seats the National Front, with exactly the same number of seats and the same size of vote is expected to be left with no more than one or two seats.

As promised, M Pasqua submitted his original plans for the new constituency boundaries to an independent commission of six "wise men". They proposed changes to 178 of the 577 new constituencies, all but 24 of which M Pasqua has said he has accepted.

The final plans are due to be presented in the form of a decree to the Cabinet on September 24 before being submitted to President Mitterand for his approval. Opinion is still totally divided as to whether he will sign the decree.

If he signs, he risks losing credibility with his own supporters. If he does not sign, he risks provoking a serious head-on clash with the Government and a possible constitutional crisis, while at the same time seeing the planned reforms further amended in Parliament to the even greater advantage of the right.



Collision course: The Tuna Marine, left, skippered by South Africa's John Martin, pulls a sail from a spectator boat as the two collide at the start of the B O C single-handed Round-the-World race off Newport, Rhode Island at the weekend.

Hawke defies Chirac onslaught

From Stephen Taylor Sydney

Australia will continue to support moves to take the issue of New Caledonian independence to the United Nations, despite a bitter attack on its position by M Jacques Chirac, the French Prime Minister.

Reports here at the weekend said M Chirac described Mr Bob Hawke, the Australian Prime Minister, as "very stupid", and said he would welcome a change of government in Canberra.

In reply, Mr Hawke was quoted yesterday by the Australian Associated Press as saying that he was surprised M Chirac had departed from the normal manner of contact between heads of government, but Australia's position was unchanged.

In New Caledonia on Friday, M Chirac sought out an Australian diplomat to whom to address his remarks. He had apparently been angered by Mr Hawke's remark in a press interview that the Chirac Government bore a heavy responsibility for conflict between French settlers and Kanak separatists.

Mr Hawke said successive Australian administrations had acknowledged the difficulties facing France in the territory. But Canberra's decision to back a South Pacific Forum motion to press the independence issue before the UN Committee on Decolonisation was related to legitimate regional security concerns.

Labour tells Lange to end defence pact

From Richard Long Wellington

The New Zealand Labour Party annual conference effectively told the Government last night it wanted an end to participation in the five-power defence agreement with Britain, Australia, Singapore and Malaysia.

The conference resolution, while not binding on the Government and not likely to be adopted, called for New Zealand's withdrawal from all military alliances with nations possessing nuclear weapons. It was one of a string of resolutions carried by left-wing party activists in their annual foreign policy romp.

Defence Minister, who is also associate Minister of Foreign Affairs and who was on stage during the rout, would not comment when he left the hall later. He asked for questions to be submitted in writing.

Other conference resolutions included a demand for neutrality, the withdrawal of the New Zealand battalion stationed in Singapore, withdrawal from the UK-USA agreement to share intelligence and an end to military ties with Asian nations.

A call for withdrawal from the Anzus agreement with the US and Australia was carried three times in various resolutions. Mr Frank O'Flynn, the

Washington in effect suspended New Zealand from membership of the alliance last month because of its ban on the visit by nuclear-powered or nuclear-armed warships. One of the results of this ban has been the curbing of intelligence material to New Zealand through the UK-USA agreement.

Such a clause would further antagonise both London and Washington, which oppose the legislation and have cancelled navy visits rather than disclose which ships carry nuclear weapons.

The left-wing romp on foreign affairs and defence remits seemed almost a payoff for the conference's qualified approval of the Government's free-market economic policy.

Canada's embattled Tories

Mulroney gives MPs a holiday

From John Best, Ottawa

Canadian MPs are enjoying an extra three weeks holiday after a sudden decision by the Conservative Cabinet of Mr Brian Mulroney, the Prime Minister, to prorogue Parliament until a new session on October 1.

The announcement that Members will not be returning to Ottawa next Monday as scheduled is widely taken as an acknowledgment that the Tories are in deep political trouble.

By launching a new parliamentary session complete with a speech from the throne, presumably setting out a vigorous legislative agenda, they will be giving themselves at least the appearance of fresh momentum.

They may even succeed in persuading Canadians that they are not as inept as many have come to believe.

Mr John Turner, the Liberal opposition leader, came close to the mark when he said that Mr Mulroney was "obviously playing for time" in abruptly ending the parliamentary session, which opened on November 5, 1984, two months after the Tories were elected to office in a landslide. But for the last year and more, little has gone right.

A succession of Cabinet Ministers have resigned in circumstances that reflected badly on the Government. Although inflation and unemployment are down, the

Government's highly-publicized campaign to bring Canada's huge budget deficit under control has recently shown signs of stalling.

Western Canadian agricultural and energy producers have fallen on hard times with the collapse of world prices, to the point where some are talking about an economic "crisis".

Free trade negotiations with the United States, on which the Government has staked considerable political capital, have not received the kind of public support Mr Mulroney had hoped.

The troubles of the Tories are reflected in the opinion polls, which for some time have consistently shown them running behind the Liberals.

The decision to make a new start on Parliament Hill is the latest in a series of moves the Government has made to pull itself together in the run-up to the next election, expected in about two years.

In late June, Mr Mulroney carried out a wholesale Cabinet reshuffle which was followed a few weeks later by an equally wide-ranging reshuffle of senior bureaucrats.

Last week Mr Mulroney took the controversial step of naming Mr Dalton Camp, a long-time conservative campaign organizer and part-time newspaper columnist, as senior policy adviser to the Cabinet.

Marcos man quits Costa Rica

From Martha Honey San José, Costa Rica

Mr Manuel Elizalde, a former Philippines Minister, has voluntarily left Costa Rica to avoid deportation.

The Costa Rican Government had announced its intention of expelling Mr Elizalde because of his ties to the regime of the ex-president, Mr Ferdinand Marcos and his activities in Costa Rica.

Mr Elizalde, aged 49, who until 1983 was Minister of Minorities in the Marcos Government, had invested millions of dollars in hotels here, including the establishment of a luxurious retreat complete with a man-made, white sand inland beach.

Costa Rican officials say neighbours and the Catholic Church complained that Mr Elizalde employed about 40 bodyguards armed with machine-guns and a harem of young girls at his resort. Mr Elizalde said he was simply giving jobs to needy youngsters.

"He has more security than the President of Costa Rica, which is totally inappropriate," the Interior Minister, Señor Guido Fernandez, said.

The Costa Rican authorities last week revoked Mr Elizalde's residence permit. He left on Saturday for Miami, protesting his innocence.

He said he had left the Marcos Government because of opposition to it, but the Costa Rican authorities believe he came here as an advance man to prepare the way for the entry of other Marcos associates.

Anger over amnesty in Uruguay

Montevideo (Reuter)

President Sanguinetti of Uruguay has defied strong opposition to propose a sweeping amnesty for officers accused of kidnapping and killing people during military rule from 1973 to 1985.

Before the 1984 election, Señor Sanguinetti's Colorado Party made a pact with the armed forces that it would not hold human rights trials. The leader of the main opposition Blanco party, Señor Alberto Zumaran, who opposed the agreement, was banned from running for office.

But in the first 18 months of democracy, the opposition has tried to force the President to renege on his pact.

In sending the amnesty Bill to Congress, Señor Sanguinetti said its purpose was to end the divisive human rights debate before it led to a "death, or act of violence".

Opposition leaders said that the President, as Commander-in-Chief of the armed forces, could face impeachment proceedings if he did not order military officers to submit themselves to the jurisdiction of civilian courts.

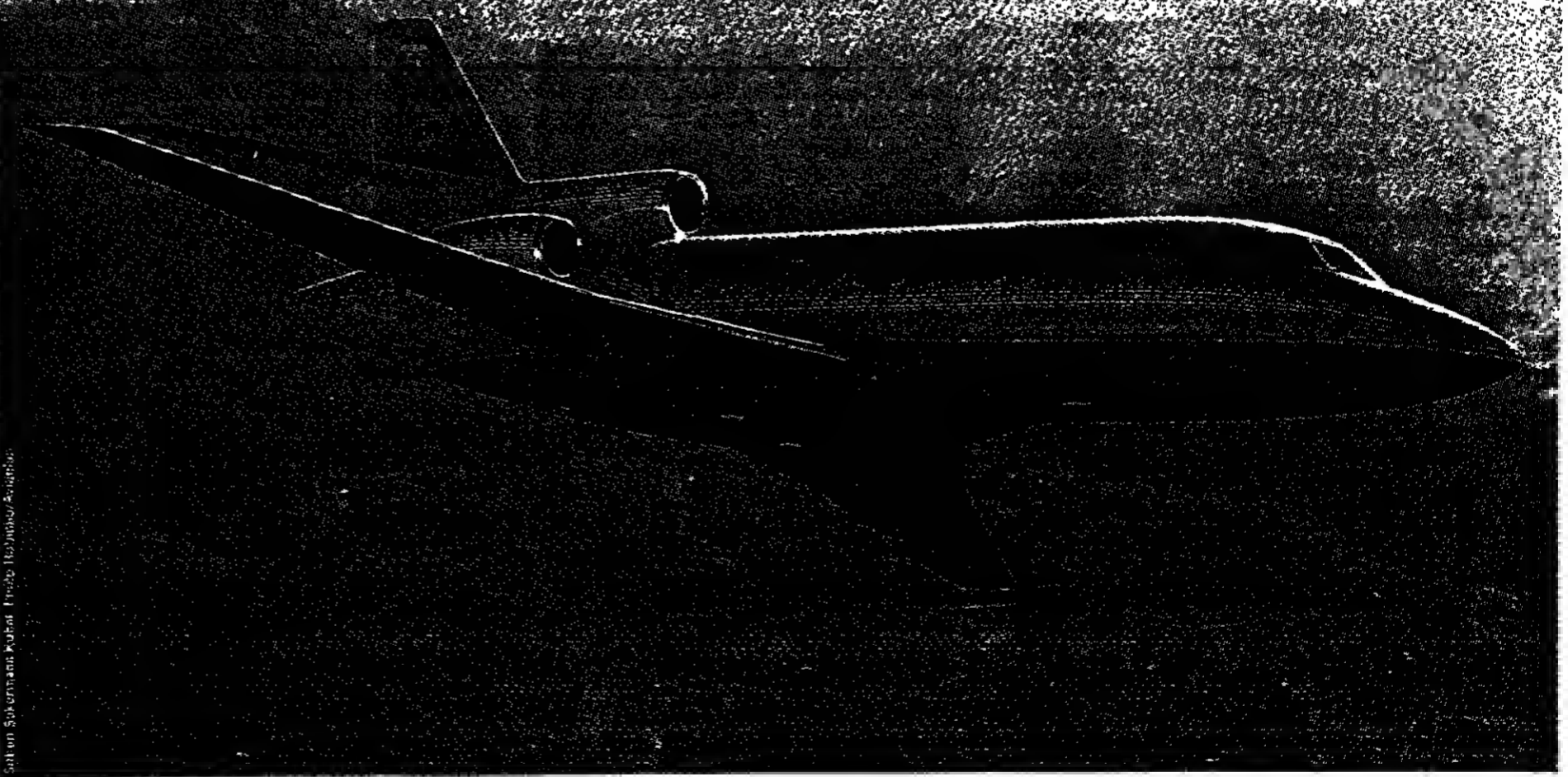
Politicians from both sides of the debate say it centres on how to protect democracy. They also agree that a solution can be achieved only by compromise, since neither side has a majority in Parliament.

Señor Sanguinetti gave the amnesty Bill urgent priority so that Parliament will have only 90 days to act on it.

In Argentina in December, five former military leaders were jailed for human rights violations.

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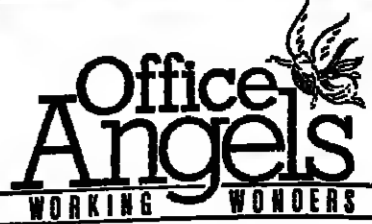
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Constitution under attack

Opposition angered by government delay in Korea political reform

From David Watts, Suwon, South Korea

The South Korean opposition will break off dialogue with the Government if there is no agreement on constitutional revision in a month. Mr Kim Young Sam, adviser to the New Korea Democratic Party (NKDP), made the threat yesterday at a meeting of party workers south-east of Seoul. He said that the party "will launch struggles for the democratization of the nation along with the people if no compromise is produced. Now is the time for President Chun to make a decision which will avoid misfortune."

At the best of times the NKDP's activities are not covered by television and rarely in an even-handed manner by the print media. In the meantime President Chun's ruling Democratic Justice Party (DJP) has started a series of provincial appearances by Mr Roh Tae Woo, its chairman. These have the dual role of taking the DJP's constitutional case to the people and to make Mr Roh better known to the people as a potential successor to President Chun with a concomitant increase in his political experience. The opposition is doing something similar. On Saturday Mr Kim Young Sam was in the southern city of Pusan where he drew a crowd of about 50,000, according to the local press. But the NKDP realizes that time is running out if it is to have any impact on the Government's determination to pursue its own vision of a new constitution and if the initiative is not to be wrested from it by the radical student groups, Minminu and Chaminu. The Government blames the two groups for the seizure of the US consulate in Pusan in May and the attempt to occupy the US Embassy. It says it has arrested 169 members of the two groups over the past four months.



Three Dutch balloons lifting off shortly after midnight yesterday from St John's, Newfoundland, in an attempt to cross the Atlantic to Holland in 60 hours. Below, waving cheerfully to the crowd are, from left, Willem Haseman, co-pilot; the captain, Henk Brink and the pilot, Evedien Brink.



China picks astronauts

Peking (Reuters) - China has begun choosing a team of astronauts and will launch men into space before long, the People's Daily overseas edition reported yesterday. It quoted authoritative sources in the Liberal Army Daily as saying rocket simulators and the astronauts would be trained in China. The People's Daily said engineers were developing the biggest centrifuge in Europe or Asia to train astronauts to withstand stresses they would face during a launch. The scientists had also developed a life-support system, designed ways to cool gas mixtures and pressures within the rocket's cabin and come up with ways to clean the capsule's air and feed the astronauts.

Refusing arbitration appeal

Aden Refinery Co Ltd v Upland Management Co Ltd. Before Sir John Donaldson, Master of the Rolls, Lord Justice Mustill and Lord Justice Nourse (Judgment given July 31). Where a judge refused leave under section 1(3)(b) of the Arbitration Act 1979 to appeal to the High Court on a question of law arising out of an arbitration award, and under section 1(6A) to appeal from his own decision to the Court of Appeal, the Court of Appeal could not itself then assume jurisdiction to hear such an appeal on the basis that the judge either did not exercise his discretion at all or did so unjudicially.

The Court of Appeal so held, refusing to consider proposed appeals by the charterers, Aden Refinery Co Ltd, from the decisions of Mr Justice Leggatt on July 26, 1985, whereby he (i) refused their application under section 1(3)(b) for leave to appeal from the majority decision of the arbitrators, Mr Basil Eckersley, Mr Donald Davies and Mr Michael Mabbs, published on May 17, 1985, in favour of the owners, Upland Management Co Ltd; (ii) refused the charterers' application under section 1(6A) for leave to appeal to the Court of Appeal. Mr Bernard Eder for the charterers; Mr Dominic Kendrick for the owners.

THE MASTER OF THE ROLLS said that the judge had refused the charterers' application under section 1(3)(b) for leave to appeal to the High Court on a question of law arising out of the arbitrators' award. What had occurred was that there is a strong prima facie case that the arbitrators were right and accordingly I dismiss this application. By section 1(6A) of the 1979 Act "unless the High Court gives leave, no appeal shall lie to the Court of Appeal from a decision of the High Court - (a) to grant or refuse leave under subsection (3)(b)..." The judge refused their application for such leave, following the principles laid down in Antaios Compania Naviera SA v Salen Rederierna AB [1985] AC 191. Mr Eder submitted that section 1(6A) did not deprive the Court of Appeal of jurisdiction to entertain an appeal where the judge refused leave to appeal to the High Court had failed to exercise his discretion under section 1(3)(b) judicially. The principle affirmed by the House of Lords in Lane v Esdaile [1815] AC 210 which also gave rise to the Court of Appeal's jurisdiction to hear an appeal from the judge's refusal of leave to appeal to it under section 1(6A) likewise only applied, he argued, where the judge exercised his discretion judicially. Under the guidelines given by the House of Lords in Pioneer Shipping Ltd v BTP Tioxide Ltd [1982] AC 724 in cases such as the present which concerned standard contract terms, leave to appeal should be refused unless the judge considered that a strong prima facie case had been made out that the arbitrators had been wrong in their construction.

His Lordship would therefore probably have granted leave to appeal himself, because he firmly believed that the Commercial Court erred to serve the interests of its customers as those customers saw them, and he should have been extremely reluctant to reject a plea from so well informed a source as those three arbitrators. That said, there were no reasons for suspecting, still less for finding, that the judge failed to exercise his discretion judicially. Mr Eder's whole argument was based on the curious, but well established, view of the law which bound the Court of Appeal to apply that section 1(6A) of the Supreme Court Act 1981, which provided: "No appeal shall lie to the Court of Appeal... without the leave of the court... no question, from any order of the court... relating only to costs which are by law left to the discretion of the court" had no application if the Court of Appeal was able to say that the judge in the court below had not really exercised his discretion at all or had based the exercise of his discretion on an inadmissible reason: Scherer v Couting Instruments Ltd [1986] 1 WLR 615. In In re Roca Communications Ltd [1981] AC 374, the House of Lords rejected an attempt to apply that same principle to section 41 of the Companies Act 1948, which provided: "The decision of the High Court... on an application for leave to appeal... shall not be appealable." The ratio of the decision was that the Scherer principle was explicable only on the basis that whereas the ouster of jurisdiction contained in section 41(1)(b) of the 1981 Act was on its face limited and the limitation had been construed restrictively, that in section 41 of the 1948 Act was plainly unlimited. The same reasoning would apply to the ouster of jurisdiction contained in section 1(6A) of the Arbitration Act 1979. For all those reasons, his Lordship would decline to hear both appeals. Lord Justice Mustill delivered a concurring judgment and Lord Justice Nourse agreed. Solicitors: Holman Fenwick & Willan; Sinclair Roche & Temperley.

Left to enter Philippine poll fray

From Keith Dalton, Manila. Philippine left-wingers, headed by the founders of the banned Communist Party and the New People's Army, have launched the People's Party, the first organized and legal bid for power from the left in the country in 40 years. The venue for the weekend launch of the parliamentary challenge ironically was the ornate Cultural Centre, the multi-million-dollar prestige project ordered by the ousted first lady, Mrs Imelda Marcos. For most of the 1,000 delegates it was the first time inside the elegant man-theatre, its costly ballet and opera productions replaced temporarily by the echoing strains of the Internationale and left-wing rhetoric. The formation of the Partido ng Bayan (People's Party) is an historic break from the post-war power monopoly enjoyed by the old Nationalista and Liberal parties and the massive New Society Movement created by Mr Ferdinand Marcos. It opens the way for left-wing participation in elections for the first time since 1946, when Congress expelled six communist members before they could take their seats. Presiding over the two-day congress were Mr Jose Maria Sison, founder and former chairman of the Communist Party, and Mr Bernabe Buscayo, organizer of the party's military wing, the New People's Army. Both men spent almost ten years in military detention until President Aquino freed them, together with 500 other political prisoners, soon after taking power in February. "This democratic space, which the people have fought for and achieved, has opened to us a new arena of battle," Mr Buscayo said. "For the first time, there will be a legal political party that is composed of and would defend the masses, the proletariat and other nationalist and progressive sectors."

China picks astronauts

Peking (Reuters) - China has begun choosing a team of astronauts and will launch men into space before long, the People's Daily overseas edition reported yesterday. It quoted authoritative sources in the Liberal Army Daily as saying rocket simulators and the astronauts would be trained in China. The People's Daily said engineers were developing the biggest centrifuge in Europe or Asia to train astronauts to withstand stresses they would face during a launch. The scientists had also developed a life-support system, designed ways to cool gas mixtures and pressures within the rocket's cabin and come up with ways to clean the capsule's air and feed the astronauts.

Mitigation plea

Stilwell v Williamson. Although there was no general principle that a county court could not commit a person to prison under section 14(1)(b) of the County Courts Act 1984, for assaulting an officer of the court while in the execution of his duty, without hearing him in mitigation, once the court had found the allegation against the person proved it ought, at least where he was not legally represented, to give him the opportunity to make representations as to why he should not be so committed. The Court of Appeal (Lord Justice Nourse and Lord Justice Balcombe) so stated on August 21, allowing an appeal by Mr Alistair Williamson from an order of Doncaster County Court (Judge Hunt), which had committed him to prison for seven days for assaulting a bailiff. A fine of £750 was substituted.

LA CRÈME DE LA CRÈME

Advertisement for recruitment services featuring various job listings such as 'IBM 5520 SUPERVISOR £12,500', 'CALLING ALL TEMPS!! ELIZABETH HUNT NEEDS YOU!!', 'LONDON SPORTS MEDICINE INSTITUTE', 'NORMA SKEMP PERSONNEL BEAUTY AND BRAINS', 'ARCHITECTURAL ASSOCIATION INC.', 'MARKET RESEARCH', 'KENSINGTON DESIGNERS', 'SECRETARY P/A', 'CHIEF EXECUTIVE REQUIRES PA FOR WEST END PROPERTY COMPANY', 'CAROLINE KING MAYFAIR £10,000', 'ALGARVE / PORTUGAL', 'MARKETING SEC TO £12,000', 'PA IN PUBLICATIONS £10,000', 'QUARTER £11,000 + BONUS', '£211,000 (including some overtime) IF YOU CAN STAND THE PACE!', 'PERSONNEL SEC £2,500 + BENEFITS', 'ADLAND APPLS £13,000 + MBG', 'PERSONNEL SEC £2,500 + BENEFITS', 'W1 PR FRONT LINE', 'SECRETARY FOR SKI TOUR OPERATOR', 'SECRETARY/ADMINISTRATOR', 'W1 PUBLIC RELATIONS', 'GERMAN PA £11,500 + M/B', 'PERSONNEL OPPORTUNITIES', 'PUBLISHING PA/SECRETARY', 'KENSINGTON c. £10,500 p.a.', 'COLLEGE LEAVERS £7,500 PUBLISHING MEDIA PR', 'KENSINGTON c. £10,500 p.a.', 'CONVEYANCING SECRETARY', 'DAVIS CO SECRETARIAL 01-734 6652', 'SELECTION (REC. CONS.) PUBLISHING', 'PROPERTY CO MAYFAIR', 'PROPERTY CO MAYFAIR', 'PROPERTY CO MAYFAIR'.



THATCHER'S CHILDREN

Part 1: Work and the young

No 1 issue is jobs, but... Thatcher's not to blame So what's the cost at the ballot box?

Today The Times carries the first published in-depth poll of the 18- to 25-year-olds who have reached voting age since Mrs Thatcher came to power in 1979.

The groups - assembled by MORI (Market & Opinion Research International), who also conducted the poll - were in Bath, Nottingham North and Elmet (a Leeds suburb).

The gatherings reflected the constituency demography and were evenly split between Tory, Labour and Alliance supporters and the undecided.

There was a striking correlation between the opinions expressed in the poll and the discussion groups. Today and on succeeding days we shall be using each to illuminate the other.

The unemployment rates in the three regions are: Bath 9.7 per cent, Nottingham 13.6 per cent and Leeds 12.6 per cent.

Thatcher's children are politically apathetic - and nowhere is their apathy more apparent than in their attitude to unemployment.

In fact, 38 per cent fear that for some period during the next 10 years they will be out of work against their will.

Listen to Amanda Anderson, an 18-year-old sales assistant from Bulwell in Nottingham, still quivering after a blazing row with a cocky young man who assured her that there were plenty of jobs out there if you only went to look for them.

Asked if she would vote, Amanda said: "Yes, but I'm going to have to do a lot of thinking, and find out a lot more about it."

felt like a nobody. I had no respect from anyone. It was all over the Christmas period, I didn't have a Christmas.

While you were unhappy, did you blame anybody for it? "Er... I don't know, I just sort of put the blame on the people down at the DHSS."

Do you blame anyone else apart from yourself? "If you mean the government or anything like that, no."

This failure to translate angry or fearful feelings about an issue of public policy which is the major determinant of one's life into political alignment was as consistent and widespread as it was remarkable.

What had the last six months been like? "Full of boredom, things like that. I mean, I know it might sound queer or something like that, me mam goes out to work, the only thing I do to keep boredom away is get up and I Hoover the house for me mam. And I get the tea ready for when me mam gets home."



I felt terrible for four months, a nobody. I had no respect from anyone

Amanda Anderson, 18, left, sales assistant

My friends are in the black economy, they take an hour off to sign on

Greg Anderson, 22, below, sales manager



ISSUES IN THE NEXT ELECTION

What would you say are the two or three most important issues you will take into account in deciding whether or not to vote, and which party to vote for, in the next General Election?

Table listing issues like Unemployment (54%), Education (26%), Health care (20%), Nuclear disarmament (15%), etc.

THE CAUSES OF UNEMPLOYMENT

What do you think is the main cause of unemployment in the country as a whole?

Table listing causes like Government/Conservative Party (21%), New technology/micro-chip (10%), World situation/world recession (9%), etc.

Some respondents gave equal emphasis to more than one answer

Some time in the next few weeks her husband is likely to lose his job as a machine operator, and when he does the couple will no longer be able to afford the mortgage payments on their semi-detached house and will, in Jackie's words, be "kicked out".

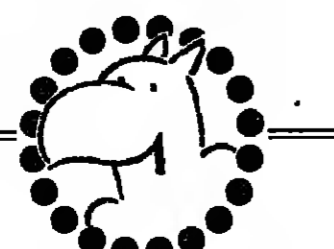
Michael McCarthy

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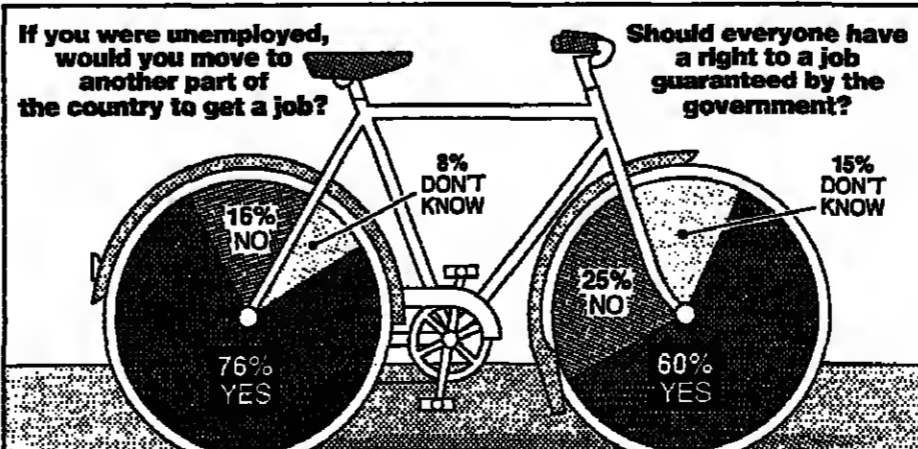
THE POLL SAMPLE: WHO DOES WHAT

At present, do you have a full-time job, a part-time job on a Government training scheme, are you unemployed, or in full-time education at school, or in further education?

Table showing job status: Full-time job (52%), Part-time job (9%), Training scheme/YTS (9%), Unemployed (21%), Still at school (1%), Full-time further education (11%), Other (1%).

How likely do you think it is that you will be out of work against your will for some period during the next 10 years?

Table showing likelihood of unemployment: Vary likely (20%), Fairly likely (18%), Fairly unlikely (26%), Vary unlikely (28%), Don't know (8%).



Tomorrow: What they think of the political leaders and can a pop image win their votes

CONCISE CROSSWORD NO 1042

Crossword puzzle grid with clues: ACROSS: 1 Scheduled (5), 4 Jaundice (7), 8 Recommen... (5), 9 Illegal (7), 10 Peace-lover (8), 11 Gambler's cubes (4), 13 Pars Can-Can theatre (6,5), 17 Otherwise (4), 18 Arranged in advance (8), 21 Flower bunch (7), 22 Willow twig (5), 23 Germ-free (7), 24 Mourful poem (5); DOWN: 1 Thunder flies (6), 2 Wildly obsessed (5), 3 Loss of position (8), 4 Quirky (3), 5 Lean (4), 6 Decorative painting (6), 7 Glossy linen (6), 12 Escape clause (8), 14 Inconspicuous (7), 15 Jumping desert rat (6), 16 At great cost (6), 19 Unsophisticated (5), 20 Golf hole shot (4)

# Walking out on Fonda's regime

As the muscle of Jane Fonda's frantic fitness campaign withers, Douglas Thompson finds many Americans striding along, British style

The Encino branch of Jane Fonda Workout Inc is where the wealthiest, most fashionable Los Angeles set have bent, stretched, twisted, and shaken their bodies. Today, the only movement in one of the world's most chic dance and exercise studios is by real estate agents and their clients. The studio has shut up shop.

Jane "feel-the-burn" Fonda, the self-promoted leotard-clad queen of aerobics and the American fitness movement, appears to be burnt out. The Fonda mystique - with its best-selling books, videos, records and tapes on how to look and feel good - is fading fast. Almost as quickly, it seems, as the exercise boom ran around the world, with gyms and fitness studios appearing on every high street corner.

Today in California, those same exercise outlets are offering cut-rate deals to attract customers. Hundreds of them, some franchised, others individual attempts at a quick money-making venture, have closed down. The crowds who once attended in their legwarmers, ballet shoes and leotards have lost their drive. And the business world is pointing the finger: if a studio with the high profile and reputation of a Fonda can't stay in business, what can?

Signs of a slump began three years ago when Fonda's company negotiated a deal with a US clothing company to market exercise outfits carrying the actress's name. There were few sales and debts were reported at \$12 million. This summer, Jane Fonda's *New Workout* and *Weight-loss Pro-*

gramme was published with much fanfare, but so far without the sales fervour generated by her previous workout and fitness-related books. Fonda makes the point in the new book that to be fit you must exercise for 30 minutes at least three times a week. "There are no short-cuts, no sweatless quickies. You must be committed to working hard, sweating hard and getting a little sore." But in a new videotape to be released here soon, the "make-it-burn" advice will be toned down.

The decline of the exercise movement in America has fuelled a new debate about what is good for us. Medical opinion seems to back the theory that British is best - that the traditional exercise, a 20 to 30-minute walk up to five times a week, is better than most other types of exercise. Half-an-hour or more of "energetic gardening" is also recommended by the easy-does-it movement. The emphasis is on walking, not running; under rather than over-doing it.

Fonda and her medical advisers challenge the findings from the American College of Obstetricians and gynaecologists which state that women are safe doing 30 minutes' moderate exercise every other day. The actress says three times a week is a minimum and adds: "If you are really interested in getting fit or losing weight, four or five times a week would be better."

Her passion for exercise began, quite literally, by accident when she broke her foot. There were just two months to go before she began work on the Neil Simon film



Jane Fonda: suffering from a burn out for "feeling the burn" fitness

*California Suite*, which called for scenes in a bikini. When the cast was removed from her foot, she went to exercise class and was impressed by the results.

In May 1979, the first Jane Fonda workout operation in Beverly Hills began returning the initial \$200,000 investment within a year. "It's positive pain, just like

childbirth", chanted Fonda and her fans.

Now doctors say extreme exercise by women can cause temporary infertility and spinal-bone loss linked to lower oestrogen and calcium levels. A study carried out in California says that injuries are now a major concern to the 27 million American women involved

in aerobics: 73 per cent of instructors and 43 per cent of the aerobic dancers suffered minor injuries.

Medical and sports opinion is now concerned about the impact such findings will have on the role of women in world sports. Dr Henry Solomon, a cardiologist who wrote *The Exercise Myth*, says that if exercise was a drug which had to be licensed, it would not receive government approval. He says that the death rate during jogging is seven times higher than coronary death during less strenuous pursuits. "The risks are too high: death, orthopaedic injuries and hormone imbalances for women", he adds.

Other doctors say that the risk of a heart attack is heightened during exercise but that it is less of a risk overall (about 40 per cent) for people who do exercise than for those who do nothing. Two years ago Jim Fixx, author of *The Complete Book of Running*, died of a heart attack while jogging. He was 52. He was fit but not healthy because of clogged arteries.

The myth that a marathon runner will never have a heart attack is now in doubt. *Aerobics*, the best-selling book by Dr Kenneth Cooper which was published nearly 18 years ago, helped plant the seeds of the fitness boom. Now he admits: "I've changed my mind. I'm running less and performing better."

Life in the slow lane appears to be the trend now: last year fewer adults in America called themselves joggers than at any time in the past seven years. More than a third of the nation's organized marathons were cancelled and the circulation of running and associated magazines has slumped. It is predicted that by the end of 1987, aerobics studios which survive the exercise turn-round will be offering

low-impact rather than "burn-in" fitness programmes.

Filling the vacuum are old-fashioned forms of exercise. Thirty million bicycles were sold for fitness reasons in the past year (a jump of 36 per cent), and there is a move back to walking, boosted by recent medical studies.

Research by California's Stanford University has found that there are major health benefits from losing 2,000 calories a week through exercise. This would be the equivalent of two-and-a-half to three hours' brisk walking on top of normal activities. It is also being promoted in publications like the new *Walking Magazine*, which expects to reach a half-million circulation within a few months.

Walking has advantages for all ages. In that it does not need expensive equipment, most people can do it easily and it can be done almost anywhere. About seven million Americans have taken up walking as exercise in the past year. Fitness walking involved 40 million people last year. 33 million took part in running and jogging, and a further 39 million in exercising to music.

Walking has attracted the attention of advertisers and manufacturers. Walkers are now a target group, with their own shoes: prowalkers at \$70 (about £45) a pair, Nike walkers at \$40 and a new range from Reebok, the company which made millions from aerobic shoes.

Medical advice for walkers is to start with a 20 to 30-minute walk or one to two miles every other day, building to 30 to 45 minutes at a brisk pace, three to five times a week.

Soon, with Fonda fading, some one will be selling us books, videos, tapes and records about how to walk. In turn, they'll be walking all the way to the bank - briskly.



PENNY PERRICK

## Captive of the kitchen

Women can't become Young Fogeys - and that's official. Or almost official, since it was stated by Russell Baker, the *New York Times* columnist who is practically an American institution. He says that the most that women of fogeyish tendencies can hope to do is qualify for membership of the Lovely Spouse Society.

Then, like a typical male, instead of giving some guidelines on how to do this, Mr Baker changes the subject. So if you have had to work out the rules by yourself. Clothes: Lovely Spouses should never compete with their husbands in the matter of sartorial elegance. They understand that whereas it is right and proper for a Young Fogey to spend up to £400 on a suit, it would be unwise for his wife to run amok at Joseph Tricot.

Instead, she should run up something herself from a remnant bought at Liberty's sale. Ideally, no-one should ever be able to look at a Perfectly Lovely Spouse without thinking vaguely that the stuff of which her frock is made would look absolutely divine on a sofa.

Food: Perfectly Lovely Spouses spend a lot of time in the kitchen. Firstly, because the sort of food Young Fogeys like is the kind that you have to stir gradually, wrap in a cloth and boil for hours and, secondly, because the Perfectly Lovely Spouse's kitchen, like the rest of her home, is designed on the basis of there being unpeopled housemaids. Her husband is glad to be her friend because she buys disgusting bits of animals that he would otherwise throw away. Even so, she doesn't trust his sausages and makes her own, her speciality being venison ones which contain small fragments of white crumby stuff which I suspect is minced antler.

Home: It is not enough for a Perfectly Lovely Spouse to be able to produce tapestry cushions and patchwork quilts. She has to be able to restore and clean pictures, mend porcelain dinner services and paint the walls so that they look like fake marble.

Young Fogey uses real candles in the chandeliers and the washing-up is done by the Perfectly Lovely Spouse, completely unaided and with a wooden-handled string dishpan. The fact that she doesn't possess a vacuum cleaner doesn't matter since the candlelight produces such kindly shadows that nobody notices the cobwebs much.

Jobs: The Perfectly Lovely Spouse's main job is to listen to her husband's speeches, read his letters to the press and the manuscripts of his books. Since this is quite time-consuming, it would be absurd for her to consider a career as an oil-trader or merchant banker. However, sometimes she finds the time to do a little freelance research work for a politician or eminent academic. Her salary goes towards the cost of the children's clarinet lessons.

Entertaining: Heavy food, gloomy surroundings, starchy conversation are what you get chez Perfectly Lovely Spouse. If you do not like any of these you will have a Perfectly Awful Time.

## Case history of an inflamed teenager

Experienced as I am in witnessing and describing the ills of body and mind, acutely aware of the darker side of the human brain and its danger signals, I found myself feeling quite helpless in the face of my own son's distress. Fortunately, his bout of meningitis was short-lived but it could so easily have been different.

The one thing I remember about French GPs is that they never seem to carry change. Emptying out their pockets and scraping jacket linings over the prostrate body of my son, they would shake their heads as I passed over the 100-franc notes and smile regretfully.

"It's a sore throat, a touch of 'flu", said the first doctor. "He'll be up and about tomorrow".

"It's too much sun, it'll clear up in a day or two", said another.

The nurse who was called to give injections obviously regarded me as quite pathetic because I spurred doing them myself. In France medicine is more of a DIY family affair. My own TCP did for the distasteful and the hotel had to be asked for a thermometer. Alexander's illness was at its worst on the third day when we were still living in the hotel, trying to keep our misfortunes secret so as not to alarm the other guests.

Despite aspirin and injections of anti-biotic, his condition was deteriorating: the headache was more intolerable, the fever unabated. By now his lips, eyes and face had swollen and odd little spots appeared on his skin. He would cry out and clutch me, saying that he was losing his memory. "I know where I am, but I can't hold on to it". Any light caused him intense pain. The sprinklers on the lawn sounded like road drills.

Then I became really alarmed. "What is happening to my hands?" Alexander deplored between bouts of deep drowsiness and delirium.

### Marjorie Wallace describes the trauma when her son caught viral meningitis abroad

"I'm moving them but I can't feel where they are." We were both very scared. Alexander is a pianist and music scholar and relies on his hands for his scholarship and possibly his future livelihood. I could hear in my mind fragments of his playing through the fretful quiet of the hotel room and for the first time feared for his life - and brain.

Within 20 minutes the doctor was there. Now he too was worried. There was just time to pay him before the ambulance arrived. With sirens shouting we sped through the old town of Albi towards the clinic.

"He looks bad", the driver said to his colleague and me - the classic comment. On the steps of the reassuringly named "Reanimation Unit" the doctor and nurse were waiting. Within a second Alexander was in a room coupled to a cardiac monitor.

It was a dull, threatening twilight after the brilliant sunshine of the day. My husband Tom and the children were waiting in the car park and we went to a French hamburger cafe to wait. A lumbar puncture had been done and the fluid revealed nae of the suspected meningococcal bacteria which we had learned from the papers was causing epidemic clusters in Britain. His was viral meningitis complicated, they said, by an allergy to penicillin. That was good news. We returned to the hotel to celebrate with a glass of cognac on the house.

I spent the next five days at the hospital, sitting beside him or in the corridor. At night I slept on a folding bed. My

French medical vocabulary improved and a good relationship was established with the two "reanimation" consultants. All seemed to go well until Alexander's headache became startlingly worse - but that was explained by some continuing leakage from the lumbar puncture. But the dangers were nearly over. A nurse and stretcher were organised to fly him home and the bills for what must have been the most expensive week we have ever spent in a foreign country were sent to the Automobile Association with whom, by rare foresight, we had taken out a Five Star Insurance policy.

### Alexander's diary

#### DAY ONE

The night was restless. I woke up with a headache, feeling dizzy. A weight like lead rods prevented me from opening my eyes. The pain was piercing and burrowing like mandibles into my head. There was bad news. The hotel in Najac, southern France, where we were staying was booked for that night. This meant another day in the car.

We drove through the heat towards Albi on our way to the Spanish border. Warm blasts of air pushed into my face. As we went round the last bend into Cordes, I collapsed. My two brothers and sister were taken out of the car and I was laid across the back seat.

The next thing I knew was water trickling down an icy cloth across my brow. My mother was trying to keep me cool while the doctor was finishing his lunch. It was a compact room complete with a *Spitting Image* doctor. I was rapidly examined. By this time my throat was red as a blast-furnace and my temperature was 40 degrees. The only

words I remember the doctor saying was "He's got *angine*". A prescription was given. We arrived at a hotel in Albi and the rest of that day I stayed in bed. Where was I? What was happening? It was getting hard to understand. My head felt like an electric fire.

A doctor had arrived in the middle of the night looking weary. His examination concluded with a painful dose of antihistamine. It was not to be my only injection.

#### DAY TWO

To be woken up by a strange French lady is one thing but to find out she was to give me a penicillin jab is another. Since the age of six I have been paranoid about injections. My head was the same as before and my throat felt even more raw.

In the later part of the morning we had a short trip to another hotel - luxurious, with swimming pool and tennis courts. Even the short journey up the first flight of stairs exhausted me and my father had to carry me the rest of the way. Luckily my room was cool and beautifully furnished but this did not help. It was getting hard to think and concentrate. I tried to run my finger down the edge of the

decorative wallpaper and make out the pattern, fixing on a flower and searching desperately for a repeat. But by the time I had found a likely candidate, the original had disappeared. I thought I was losing my memory. I could eat very little but was able to drink. This I did, hoping to wash away my misfortune.

#### DAY THREE

A new symptom occurred this morning, which was almost as unpleasant as the headache and sore throat. My lips were inflamed like a rubber dingy and as cracked as a chasm of doom. Spots were smothering my face, back and arms. I was becoming worried and tried to figure out what was wrong.

The fever was worsening. My concentration seemed to have lapses of 30 seconds or more. I would doze off not knowing where I was. It was a horrible feeling. I was scared. Everybody seemed fuzzy. It was as though I was in a dream and my family were just characters of illusion.

The doctor came later that afternoon. My only request was to go home. In return I was told I must go to a special clinic. I was taken off in an ambulance because they in-

sisted on considering me as an emergency. I was met by a group of doctors and nurses who put me into intensive care. I was wired to some sort of respiration check machine and I was attached to a drip. A short examination took place - followed by X-rays. Next came the dreaded lumbar puncture. Having had one before I knew this was bad news.

#### DAY FOUR

I was awakened by the noise of disturbance in the room opposite. It was 3am. I felt considerably better despite the ordeal. My fever was down and my headache diminishing. But the hole in my back was still not content and I could feel it screaming with pain. Boredom was my next problem. I lay awake pondering what was the matter. I wasn't told it was meningitis. The funny metal appliances connecting me to the heart machine caught my interest and I found a game I could play. By fiddling with the metal attached to my body I could make different patterns on the screen.

I woke again and was greeted with a sponge and some water. I was washed down and left naked, looking gormless on the bed. I could

feel the pain welling up again inside my head. All the time my mother was sitting at my side, sometimes reading, sometimes talking. My head felt like a pressure cooker.

#### DAY FIVE

Today was very uneventful, despite the feeling that my head was going to explode. I could feel myself gradually sinking into the hospital routine.

This evening I felt elated. My head was better - well almost. The nurses said I must eat, and ordered English steak and chips for me. They unhooked my drip. I would be home tomorrow. Then they sat me in a chair to eat. At once, familiar hammers started to batter my eyes and brain. I cried out in pain. The nurses could not understand and bleeped the doctor as they lifted me back to bed. My special chips were uncaten.

#### DAY SIX

Back on the drip. One of the worst days. The morning had been the same, resting and being read to. As lunch approached, an old doctor pushed flat pieces of metal down my throat, making me choke. I tried to fight against the pain but it just went on, babbling in his foreign tongue.

I then flaked out and slept until late afternoon. My family came - all five of them - as a treat instead of waiting in the car park. It was not a success. Justin, my youngest brother, took one look at the drip and ran straight to the bathroom to be sick. Meanwhile, my next brother, Stefan, tantalized me with his stories of swimming and canoeing on the river. The baby, Sophia, decided she would like my abandoned chips and started complaining. My father took them away in disgrace. My only recollection after that was that I was going home.

#### DAY SEVEN

I wish to thank the doctors, my family, especially my mother, for looking after me so well. I paid a last farewell to them, except my mother who was accompanying me home with a nurse flown from England. My stretcher was hoisted on to the plane from the ambulance and we were soon on the way to recovery.

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ONCE FLOWN, NEVER FORGOTTEN

ABU DHABI AMMAN BAHRAIN BANGKOK BOMBAY CAIRO COLOMBO DELHI DHAHRAN DHAKA DOHA DUBAI FRANKFURT HONG KONG ISTANBUL JEDDAH KARACHI KHARTOUM KUWAIT LARNACA LONDON MANILA MUSCAT PARIS RAS AL KHAIMAH RIYADH SALALAH SANAA SHARJAH TUNIS

# New maps and old attitudes

The pundits who examine entrails of chickens - they are damned lucky in these eviscerated days to find chickens with entrails - have pronounced that the government's share in the esteem of the nation has risen to parity with Labour's. Mori has spoken.

The reason is clear: no one has insulted anyone for a fortnight. There has been no Today in Parliament, Yesterday in Parliament: no one has done anything, said anything, promised anything or threatened anyone - except Geoffrey Dickens, who wants to send most people to prison. The Great British Public, left to its own devices, ever tends to revert to the status quo.

Naturally, when a select committee is set up, war declared, a Test match won or a decathlon lost, folk become uneasy and say "summat must be done". There has been nothing like that, hence the Tory star fades in the upward direction.

I took my sharper pair of scissors, dissected a bag of Earl Grey, added boiling water, drank most of the tea and swirled the leaves around in the bottom of my Charles and Diana royal wedding mug. The pattern showed that the next election will be on Thursday, October 1, 1987, polls open at 7am, close at 10pm, then the picture became obscure.

Tea leaves are only a little more accurate than pollsters, but October 1 makes sense. Government keeps its head down at beginning of session, sells off whatever there is left of air, water, carb and fire, gives away a bauble or two in the spring, takes an early summer break, enjoys the popularity that goes with silence, distributes pictures of herself walking the dog by the seaside and goes to the country just before the SDP and Liberal assemblies are due to take place.

The truth is that it is not so much policies as attitudes that bring a political party to the attention and into the hearts of people. When there are no political decisions on the stocks, citizens forget about attitudes, forget about the hectoring of the right and the proposed nannying of the left.

Then when a bespectacled PPE graduate stops you with her clipboard on behalf of the opinion poll organization, and she smiles a bit and the sun shines a bit and the holiday has caused you to miss the latest unemployment figures, you don't want to be a killjoy and say "Let's get rid of this lot", even though that is the very sentiment which so many electors employ on election day.

Let me disturb your first September day, 395 days before the next election, and tell you that whatever goodies may come your way from this government, there is something rotten about the system. When I say rotten I do not mean so much corrupt as arrogant: I write of pushy, insen-

sitive, closed government believing that "we know best" even when, as happens not infrequently, there is only one of "we".

I resent government that is more caring about the convenience of administrators than the wellbeing of the citizen. I mind particularly that when the official Opposition accuses a minister of some gross failing, the incumbent under attack, briefed by a bank of civil servants funded by the public, says this is nothing compared with what went on when the other lot held power. "Yayayayayayayayay", they cry in admiration from the minister's side.

I want to relate a short story: In 1976 I bought a map at a motorway services station. It was marked 60p and I pecked off the sticker to find it marked 30p; it had no M62, no Humber Bridge and, of course, no date.

As a result, I introduced a private member's bill to make it compulsory to date maps. The Labour minister to whom I had suggested this thought it a good idea; he was surprised it was not already compulsory.

One spring afternoon in 1977 I begged to move the first reading with all-party support. I talked of the fact that magazines and newspapers had dates so that we could tell the current from the dated; mentioned that every year more roads and housing estates were built and doubted whether anyone unconnected with the publication of maps would not sooner spend a little extra money on an up-to-date map than "ensure that cartographers were afforded long print-runs" (the counter-argument from the profession).

The bill went through on the night when it came up for second reading a government whip shouted "Object". Later that day, in the members' bar, I asked him why. He said Ordnance Survey had advised the minister to oppose the measure. Typically bloody Labour, said one of my Tory supporters... and in 1979, when there was a Tory government, I reintroduced it.

It got enthusiastic support from a packed chamber... who were actually waiting for a debate on immigration. When it, in its turn, came for second reading, the government whip objected. The profits of the industry outweigh the convenience of the consumer under both philosophies.

My friends S Williams and D Wilson are currently preaching Alliance concepts of open government and understanding to eager audiences around the land. Whatever the pollsters say, we shall have proportional representation and a bill of rights; dates on maps, also. And when a party comes up with the slogan People Matter - as all parties have done in their time - we might make it obligatory for them to specify which people.

The author is Liberal MP for Cambridgeshire North-East.

# A crucial term for confidence

by Michael Duffy

For most of the country today is the start of a new school year. In the secondary schools this term will be crucial. Last year's disruption, which closed with an uneasy truce that resolved none of the issues, was about much more than salary and contract. It reflected teachers' frustration at what was happening to the service they had chosen to work in.

Secondary schools, faced with falling rolls and youth unemployment, and with the continuing lessons of comprehensive reorganization, were tackling with some success the needed changes in their curriculum, assessment and approach. Suddenly they became scapegoats for the nation's ills.

The worst began to be taken as the norm: "comprehensive" became for some a term of abuse. The cry of falling standards was parroted by many (though substantiated by few). And all the time schools were having to turn to parents for textbooks, to jumble-sales for new technology, and to student self-help for decoration and repair.

For good teachers the erosion of public esteem was as damaging as the erosion of their purchasing power. Industrial action sapped confidence from the schools themselves. Take away an actor's confidence and you destroy him; take it away from schools and their teachers, and you destroy good learning.

This new term's priority has to be the restoration of confidence. Kenneth Baker, the Education Secretary, should resist the temptation to claim that the teachers' wounds are self-inflicted: it is neither helpful nor true. He should abstain, for one short year, from the initiatives and hasty solutions that have rained from his department, and let the service find its feet again.

He should address himself instead (and take his Treasury colleagues with him) to the problems identified by Her Majesty's Inspectors: schools committed to practically oriented teaching and assessment but with too few teachers and too little apparatus to carry it out; schools struggling to teach children that standards matter, in buildings that local education authorities can neither furnish nor maintain; above all, schools unable to fill teaching posts in a growing list of subjects.

There is an acute shortage of teachers of maths, physics, technology and increasingly of computing, economics, business studies, languages and English. The education department believes that differential salaries will attract the missing graduates, but differential salaries over half the curriculum are clearly absurd. It is the elusive sense of being valued, of doing

an important job well, that attracts good teachers. And time is running out.

The teacher unions and the local education authorities have their part to play. They have to agree a contract which will protect teachers from the virtually unlimited obligations implied in the recent High Court ruling, without so prescribing their duties that the flexible management of schools and the teacher's commitment are inhibited.

They have to agree, too, a form of appraisal which will encourage better teaching, and they need to meet the inspectorate's repeated criticism that it is not just buildings that are drab and uninspired but lessons too. Perhaps then we could begin to establish, with all the interested parties, the criteria we should be using when we talk glibly of "standards" and "success" in classrooms.

At every level the imperative now is leadership. Leadership shares decision-making. It delegates. It takes long views. This year's debate on surplus school places, untouched as yet by the uncomfortable fact that our international competitors fill such places from their cohorts of age 16 to 18-year-olds, will test such leadership to the hilt.

The author is head of King Edward VI School, Morpeth, and incoming president of the Secondary Heads Association.

## Jack Spence evaluates South Africa's strategic hold on the West

Twenty years ago, the debate about South Africa's strategic importance to the West was conducted almost exclusively in terms of the republic's value as a military "bastion of the free world", astride the Cape route by which oil and other strategic commodities were shipped to Europe and the United States.

The protection of this route was invariably cited by those who wished to engage South Africa's military and economic resources in the contest with Moscow. Their case appeared even stronger with the deployment of Soviet ships in the Indian Ocean after 1968.

There were angry exchanges in Parliament about the morality and usefulness of resuming arms sales to the republic, and the precise meaning of British obligations arising from the agreement by which Britain had access to South Africa's Simonstown naval base. The "spirit" of the agreement was invoked by Conservative and South African politicians alike to justify giving South Africa status as a quasi-member of Nato.

In the 1970s, after Britain's withdrawal from Simonstown, the debate "petered" out. Whatever private reservations were held by admirals, politicians and Pentagon planners, Western policy was based on the assumption that conferring military respectability on the republic would incur political costs in terms of the West's relations with the Third World, and hand a propaganda advantage to the Soviet Union. Diplomatic caution was reinforced by strategic arguments which, I believe, hold good today.

Nobody disputes the importance of the Cape route as a vital trade artery: in 1981, for example, some 2,300 ships sailed it, delivering 57 per cent of western Europe's oil and 20 per cent of the United States' oil. In addition, 70 per cent of the West's strategic raw materials were transported by this route.

Yet the Cape seems an improbable choice on strategic grounds for a Soviet blockade. The stretch of sea between the Cape and Antarctica - unlike, by contrast, the Straits of Hormuz - could hardly be described as an effective chokepoint from which to harass and sink Western oil tankers and merchant ships.

Nor does one have to take a benign view of Soviet policy to believe that such action - whether in the Gulf or around the Cape - would entail enormous political and military costs for Moscow, amounting to a declaration of war on the West which could hardly be limited to the southern oceans. Indeed, in 1980 Joseph Luns, Nato's secretary-general, stated categorically that contingency plans exist "to defend the Cape route in time of war".

This, no doubt, is a source of some comfort to South Africa, but it is, in effect, a second-best solution and one that has denied its government the recognition

# Does Pretoria have a Cape card to play?



The Simonstown base: last overt symbol of interdependence

which it believes its military capabilities and strategic position deserve. Despite occasional rumblings over the years from within the Nato hierarchy to incorporate these capabilities, the argument that the republic, given its fierce anti-communist posture, would never refuse to make its facilities available in an emergency has been accepted as decisive.

The West, therefore, has had the best of both worlds: a near-certain guarantee of South African availability without the political costs incurred by closer and public military cooperation. South Africa has not taken kindly to Western rejection of its overtures for greater recognition of its claims to be a lynchpin in Western defences. Threats to go it alone, to adopt a neutral position, have alternated with efforts to revive the idea of a South Atlantic Treaty Organization (Sato) embracing South Africa, Brazil and Argentina.

Both strategies were tested during the Falklands war, but were found wanting. - Despite its serious effort during the 1970s to reduce dependence on the West by establishing ties with half a dozen

Latin American states, South Africa was unable to do more than observe a posture of strict neutrality (accusations of arms sales to Argentina remain unproven). The cost of commitment to the Argentine cause - blatantly abandoning the British (and the Western) connection - simply proved too high.

Nor did the Sato prospect fare any better. Brazil has never been enthusiastic, preferring to cultivate relations with a select group of Third World states; and in any case doubt exists whether there is sufficient naval capability to make Sao credible.

The parameters of the debate about South Africa's strategic value changed following the 1973 oil crisis. Pretoria has ever since attempted to improve its bargaining posture by stressing its role as a supplier of materials vital to Western industrial and defence production. These, it is claimed, are threatened by a long-term Soviet strategy of resource denial to the West.

The importance of South Africa as a mineral supplier is not in doubt. Its share, for example, of

the world's reserve base in four key minerals is high: the platinum group of metals (81 per cent), manganese (71 per cent), chrome (84 per cent), vanadium (47 per cent). In addition, South Africa is the second largest producer of manganese, platinum and chrome, and leads the field in gold and vanadium.

The degree of dependence of Western countries on South Africa's supplies varies. The United States imports 41 per cent of its chrome from the republic; the EEC 48 per cent; Japan 44 per cent. For manganese the figures are 41 per cent, 48 per cent and 42 per cent respectively.

These questions are posed by this dependence: how serious is the Soviet threat to disrupt supply? Would a black successor regime in Pretoria threaten continuity of supply to the West? Would South Africa deny mineral resources to the West in the event of sanctions?

Answers to the first two are sometimes related on the apocalyptic assumption that a black government in Pretoria, in debt to the Soviet Union for military support in a war of liberation, would cut off supplies. Supporters of this thesis claim it holds good even if black rule is achieved through a negotiated settlement.

Yet both scenarios are inherently implausible: even a radical black regime is likely - if the precedents of Angola and Zimbabwe are any guide - to have little alternative but to sell minerals to the West to earn revenue for the task of reconstruction.

Yet another ground for scepticism is the reasonable assumption that South Africa is not high on the list of Soviet priorities. The present stalemate between black and white gives ample propaganda advantage; and Moscow is inhibited from any direct military involvement for fear of confrontation - whether by accident or design - at the superpower level.

Second, the threat in the medium term is not cataclysmic upheaval. It is the risk of sporadic disruption, a state of "unstable equilibrium" in which the possibility that Western governments have been encouraged to build stockpiles, develop a national (and cross-national) mineral strategy and diversify sources.

Finally, what prospect of South African counter-sanctions using the mineral weapon to inhibit or blunt Western action? Faced with selective sanctions of the kind proposed by the Commonwealth and the EEC, it is improbable that Pretoria would retaliate.

Minerals, after all, constitute over half the export trade and even in the event of extreme provocation the republic would make every effort to find surplussous outlets for its products. Even now, businessmen are dusting off contingency plans to cope with that prospect.

The author is professor of politics at Leicester University.

## moreover . . . Miles Kington

# A real run for their money

Athletics originally had a close connection with real life. The marathon was based on the race to bring victory news to Athens, the pentathlon simulated a messenger who had to ride, shoot and swim his way across country, and so on. But running round and round a track, or driving round the empty streets of Birmingham, has no connection with any genuine activity. This is why new contests are emerging with serious relevance to modern life. So far they have gone unreported. But More-over is proud to give a rundown of the tournaments that bid fair to dominate sport in the 1990s.

The British Cling Film Championship: Of all the materials which have made modern life so inconvenient, Cling Film is the most intractable. Competitors in this tough three-day event are called upon to perform such feats as covering a hot bowl of soup, wrapping four sandwiches in one package, finding the loose end of a new roll of Cling Film, re-using an old piece of Cling Film, and unwrapping a tray of sausages at a BBC preview prior to eating them all. The final event is the hardest: being given a wad of compacted Cling Film and having to unravel it. Central London, October.

The British Warm-Air Hand-Drying Contest: In the qualifying heats, competitors merely have to dry their hands without blowing the moisture up their sleeves, dry their faces, and get rid of stains on their shirts. In the semi-finals they have to cool six bowls of soup on a tray and balance as many ping-pong balls as possible on the column of air. In the final they have to use the air to play the musical instrument of their choice. Nobody has ever won this hardest of all contests. Pork Scratching Service Area, MI, November.

The Cross-Birmingham Super Super Prix: Anyone can drive cars fast round an empty city, but to drive them fast across a normal city in the rush-hour demands super-capabilities, knowledge of back streets and the ability to outwit the police. The City of Birmingham has poured millions of pounds into making the town difficult to cross at the best of times; the winner of this 24-hour race has to be a true champion. One Saturday in September.

American Grand Prix de Tourisme: Originally conceived for the tourist industry, but open to any enterprising private citizen, this requires competitors to locate at least two American tourists and persuade them to go to a destination which is not Stratford, London, Edinburgh, Bath or Oxford. The winner of last year's contest convinced Mr and Mrs Kugelbeim of Philadelphia that a fortnight in Coventry would be just dandy. Computer Coopernation Contest: Using only the instructions supplied with a computer, the contestants have to work out how it works. Another contest never won with full marks.

The Sancy Snapshot Contest: The winner is the contestant who manages to get the naughtiest roll of film developed by his or her local chemist, without their sending for the police. Judges include Danny La Rue, Benny Hill and Michael Grade.

Pub Lifting Championship: Have you ever fancied a beermat or ashtray in your local pub, and come home with it at the end of the evening? Then this contest is for you. All you have to do is come back with the largest collection of trophies after one evening out. Last year's winners chalked up 26 trophies, three Victorian settles, five cigarette machines and a girl selling War Cry, so competition is bound to be very stiff!

An Evening Out with Channel 4: No, this is not the prize, this is the competition. All entrants have to watch a whole evening of Channel 4, then answer questions on what they have seen in Icelandic, Spanish and mime, or in English with subtitles.

Think of Something that Selma Scott Could Do Contest: That's all one has to do. But it's not as easy as it sounds.

Be Captain of England's Cricket XI for a Day: Most of us will, no doubt, be captain of the England Test team some time during the next 10 years. But the winner of the contest is he who most convincingly sketches out what he would say to Ian Botham during his captaincy.

Think of a Use for Cecil Parkinson or Jeffrey Archer: Like all the others, this is a genuine contest. Answers to 10 Downing Street.

## THE TIMES DIARY

### Say Cleese



Fiction, as so often, is starting fact in the face. The next chairman of the Headmasters' Conference, the "trade union" of Britain's public schools, takes over the job less than a year after his own school, King Edward's in Birmingham, was featured in the film *Clockwise*, with John Cleese playing the part of a comprehensive school head elevated to the same role. Martin Rogers, Chief Master at King Edward's, owns up to being a Cleese fan, and has received written congratulations on his appointment from the creator of *Fawlty Towers* and the Ministry of Silly Walks. I suspect the inhabitants of the masters' common rooms at Eton, Harrow, Winchester or of will be hoping Rogers does not take the Cleese parallel too far for in *Who's Who* the comedian lists his recreations as gluttony and sloth.

### Dampener

Undue glee in the New Zealand press over a small indignity visited upon the former prime minister, Sir Robert Muldoon, who two years ago was a figure of such fear for us more journalists. Muldoon was waiting for a flight recently at Nelson airport when an errant two-year-old scampered across the terminal and, for reasons best known to himself, clambered on to his lap and responded to a call of nature, making Muldoon an instant wet. Embarrassed parents whisked the infant away and Muldoon was in the gloating words of one paper, "left to clean up the mess... something all good politicians claim they are born to do".

Sticker on grabby, F-registered Morris Minor in Gloucestershire: "They'd always said I'd inherit an estate. This is it."

### Fringe benefit

Something new has been added to the cut-throat world of commerce. Advertising for a "cordon bleu PA" in the latest issue of London's handout *Girl About Town* magazine, a recruitment agency offers an £8,500 salary with "unusual perks" - a free scalp massage and hair treatment every week. Bald PAs need not apply, presumably.

### Riotous

The Centre for Contemporary Studies has received some strange responses from abroad to its report on soccer hooliganism. *Heysel One Year After*. Director Eric Moonman, the former Labour MP, tells me one academic from Cologne asked for a copy of "the report on how to start a riot".

### No and Yes

The *Grange Hill* "Just Say No" anti-drug campaign has received the support of more than 300 MPs. By the assistance of the *Yes, Prime Minister* politician Jim Hacker, in the shape of actor Paul Eddingdon, may prove somewhat confusing for the Greater London public. His involvement coincides inopportunistly with a spate of billboard advertisements for the *London Standard* showing Eddingdon reading the paper with a front-page headline: "Minister Says Yes".

One of the products of the new commercial climate at the Met Office is a T-shirt bearing the words: "Happiness is a warm front." Quite, but where is it?

### Solid worth

The announcement by the Imperial War Museum that a British Conqueror tank from the army firing range near Colchester may be exchanged for a Soviet one makes me wonder what we can expect in return. The sturdy Conqueror has survived 25 years of artillery pounding. The Russians, however, are in a position to offer a much more durable tank, should they so choose. Two T-34s from the Second World War stand in West Berlin as a monument to the Russian role in the city's capture. The reason for their durability is simple: they are filled with concrete. But there is thought to be another reason why they might always remain in Berlin: it is rumoured in the Allied forces there that they contain the embowed bodies of their dead crews.

### Departed

Willie Landels is leaving the editor's chair of *Harpers & Queen* to join a magazine circulated to holders of the American Express gold card. More to the point, he tendered his resignation from the departures lounge of an airport en route for an Italian holiday. His new magazine is called *Departures*, and his new salary represents an increase which, in the words of the card's advertisement, will do nicely.

PHS

# Crispy-noodle clue to an eastern thaw

Warsaw Diplomats, like Napoleonic foot soldiers, march on their stomachs. Little wonder then that the first signs of a Sino-Soviet thaw should have been observed in the red-floored interiors of Chinese restaurants throughout eastern Europe. Against all the odds - noodle shortages, demanding cooks, conservative palates and, above all, international politics - they have been getting better.

The first wave of Chinese restaurants was set up in the post-war glow of friendship between the Soviet Union and Maoist China. Enthusiastic ambassadors spread the word about bird's-nest soup. A Polish diplomat was behind the setting up of Warsaw's Restaurant Szanghai, and cooks were lured into the cold climate of Stalinist Europe. Budapest, Prague, East Berlin could all boast a reasonable Chinese cuisine.

Slowly, though, matters drifted out of control. The natives began to demand more meatballs, fewer sharks' fins, ginger and soya were nowhere to be found. After each successive Sino-Soviet border incident, the cooking got worse. Some chefs returned home; others,

as in Poland, married local girls and were hopelessly corrupted. And the Szanghai's chef went to work in a Polish motel, handing his great work over to Polish apprentices, and soon it became the only Chinese restaurant in the world to serve gefilte fish, the Jewish delicacy. Even that disappeared after the antisemitic zeal of 1968. For the past months, however - even before the Soviet leader, Mikhail Gorbachev, gave encouraging signals to China in his Vladivostok speech in July - the Fried rice has been improving.

The talk is of opening a branch of the Szanghai and perhaps even starting a chain of Chinese restaurants in Poland. The problem at the moment seems to be how to attract cooks from China; a good chef comes expensive.

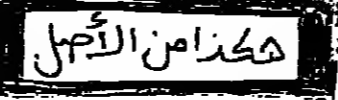
The son of the Hungarian quasi-diplomat and ex-minister, Andras Hegedus, used to have a near-monopoly in Budapest's indifferent Chinese food with a restaurant in Duck Street, opposite the secret police headquarters. But since the first glimpse of a rapprochement in Sino-Soviet relations, Budapest has gained a Szechuan restaurant that boasts no fewer than 10 chefs

imported under an intergovernmental agreement. The hot paprika pickle, the Chinese rice, the Baoing vinegar and the 100-day eggs are flown in from China (though the wits say that 100-day eggs are available in any respectable Polish restaurant), bamboo shoots and soya beans are strictly Comcon, fresh ginger comes daily from Vienna. The food is excellent.

Prague, too, boasts a good Chinese restaurant, though the prices are such that the Vietnamese immigrants can do little more than press their noses against the window.

East European tastes are becoming more sophisticated: that is part of the reason for the rehabilitation of sweet-and-sour pork. But there are also an increasing number of Chinese official visitors. They are interested in everything: Polish cars and coalmining equipment, Hungarian buses, Hungarian and Polish concepts of decentralized reform, East German robots, air links, Polish training of Chinese journalists, and translations of Hungarian, Polish and German books. After such intensive research they need to settle down to a good bowl of crispy noodles.

Roger Boyes





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MERE VOLUNTEERS

The New Statesman magazine is, under the editorship of Mr John Lloyd, rejuvenating itself as a sharp and, so far, an honest periodical of the left. The current issue treats the Trades Union Congress which opens today in Brighton with scathing frankness of the kind which only true friendship would permit.

organizations", no more fit to be part of the process of governing the nation than Oxfam, the Association of British Chambers of Commerce, the National Trust or any other sectional group. Union power is no more than the money and energy which a large but diminishing number of disparate members with differing interests will bring as a matter of free choice.

those numbers on matters of employment. But we should beware putting the salience of its views much higher than any other parallel grouping, for example the National Council for Voluntary Organizations. The TUC, or rather its constituent unions, have not, until recently, made much of the science of collecting together and enunciating members' opinion. A reason for this has been the heterogeneous nature of union members' views, and the fact they sit uncomfortably within any of the pre-packaged resolutions beloved of union officials and activists.

EMBLEMS OF DIVISION

A thousand men walk out of one of Northern Ireland's largest employers after they have been forbidden to display Union Jacks and loyalist emblems at the workplace. Irish-American lobbies urge disinvestment in an economy already registering 22 per cent unemployment. The dispute simmers against a backdrop of increasingly frequent random sectarian assassination. An industrial relations compromise of sorts cools the temperature.

to nullify the absurd comparison with South Africa which is being made in the United States. A second factor at Short Brothers was tension over the signing of the Hillsborough Agreement. Unionists wish to protest about the agreement and to display their allegiance to the United Kingdom. No fault can be found with legal protest or allegiance displayed in the form of a Union Jack.

larity, the 40 million Americans who claim some form of Irish ancestry are mostly little interested in Northern Ireland and not likely to take comparisons with South Africa too seriously if the company case is well presented. But there is a vociferous republican minority which is capable of inducing short-term panics in both governments and companies. Those activists, particularly Noraid (the IRA fund-raising outfit) and the Irish-American Caucus, are devoted to showing that Northern Ireland cannot work as a society or economy while inside the United Kingdom. They can only assert this by trading on transatlantic blindness and ignoring evidence to the contrary.

EEC-Japan trade

Japan was the exception rather than the rule to which Mr Bourlet apparently would like to return. All member governments (including the UK) now consider it in their interests to display more unity in their trade policy towards Japan. Japan respects strength, not weakness. A sound relationship can only flourish on sound foundations.

Constructive criticism of the EC approach towards Japan is always welcome. I would seriously hope that Mr Bourlet will find time to inform himself correctly of the rationale of our policies at the EC's diplomatic delegation in Tokyo. While awaiting his arrival, I trust he will understand that we have no intention of following his advice to pack our duty-free bags and close the office!

No serious commentator would contend that the Commission is "frightening European business away"; certainly not BMW or Wedgwood, two companies which have benefited from the European Executive Training Programme which allows young European businessmen to study for 18 months in Japan.

LETTERS TO THE EDITOR

Choice between early warnings

From Sir Peter Hordern, MP for Horsham (Conservative) Sir, It seems likely that, some time soon, the Cabinet will decide which of two early-warning systems, either Nimrod or the AWACS system, should be selected to guard our country against surprise attack. It will surely be a difficult and complex decision, weighing up the advantages of our own independent, though hugely expensive system, as yet unproven, against a proven American system.

Churches' claim to listing favour

From the Secretary of the Churches Main Committee Sir, From recent correspondence (latterly the letter from the Director of the Council for British Archaeology (August 18)) the justification for retaining the present ecclesiastical exemption from listed-building control would seem, once again, to be coming under challenge. On the present occasion comments have centred on churches other than the Church of England.

O-level errors

From Mr P. D. R. Talbot Willcox Sir, The case reported in your columns today (August 28) of the computer error affecting the grades of O-level candidates raises the question whether other undetected computer errors are resulting in injustice and danger. The statement made by the Secretary of the Cambridge Board that "with new computer programmes we cannot find out mistakes until something happens" is hardly reassuring.

Uncertain glories

From Mr Alan Searle Sir, There is a further good reason, in addition to those given by Lord Annan (feature, August 22), for celebrating the Glorious Revolution of 1688.

School lessons

From Dr R. F. Holland Sir, Yet again Mr Correll Barnett, in his response to Professor Elton in your columns (August 27), attributes contemporary British ways to what he conceives as the aesthetic-liberal tradition of our universities. How nice if he were even half-right; a quick dose of curricular reform would, presumably, see us all in easy street.

Fall of the bowler

From Mr George Curtis Sir, Your reports upon the untimely death of the bowler hat (Fourth Leader, August 23) have caused consternation in the shires, where it is fervently hoped that they are greatly exaggerated. Bowlers are the obligatory headgear at any agricultural show without such distinctive apparel chaos will reign.

Another murder in Whitechapel

The second murder attributed to Jack the Ripper was followed a week later by that of Annie Chapman. The Times leader found a parallel to the crimes in Edgar Allan Poe's Murders in the Rue Morgue

Birmingham racing

From Mr J. Skeffington Sir, Now that the Birmingham Grand Prix (sic) has ended, predictably in fiasco, I would advise the city fathers to sit aside once and for all their highly embarrassing and misconceived notion that this deeply unattractive and unattractively placed centre of the United Kingdom.

Morality and Aids

From Dr Anne Clarke Sir, Wherein lies the cowardice in Digby Anderson's recent article on Aids of which Dr Davenport-Hines (August 26) complains? On the contrary, Mr Anderson has had the courage to speak plainly about this insidiously spreading and fatal disease.

Heat of the moment

From Mr R. H. Wright Sir, I am glad to be reminded by Mrs Hocking (August 26) and to confirm the efficacy of the "Volcano" kettle, which did very well in the service of three impatient cooks while crossing the Sahara, to leave from Northern Nigeria, to 1937.

Heat of the moment

We, too, found the airmail Times to be too volatile a fuel and relied on Government annual reports to make a more stodge contribution to our wellbeing. Yours faithfully, ROBERT WRIGHT, The Mill Cottage, 51 Mill Street, Warwick, August 26.

Kingdon for rey



THE ARTS

Television Graceful muscles

Thirty years on from their first visit to these shores, the world's most famous ballet company were given the opportunity to justify their recent rave notices...

Peggy Mount, glorying in the role of a woman who has 'nothing at all to recommend her', opens in Rookery Nook at the Shaftesbury tomorrow: interview by Sheridan Morley

Mistress of the battleaxe. In celebration of the Ben Travers centenary, and exactly 60 years after it was first seen at the Aldwych...



Peggy Mount as Mrs Leverett: 'I love her... I've always loved the play'

Promenade Concerts

BBCSO/Eötvös Albert Hall/Radio 3

Liszt, the centenary of whose death was further commemorated in this Prom, was never a man to shirk experiment. Usually it worked, but sometimes it did not...

tion. Certain (image-conscious) young rivals should note carefully. Yet not even his persuasiveness was quite enough to sell the piece...

LPO/Haitink Albert Hall/Radio 3

For his second Prom, Bernard Haitink found himself with another portrait collection on his hands: after Elgar's enigmatic came Strauss's open scrapbook Ein Heldenleben...

Just as Haitink's experience with Strauss opera helped him, with hindsight, in the control of the work's many strands...

Advertisement for Rookery Nook featuring Tom Courtenay, Ian Ogilvy, Peggy Mount, and Lionel Jeffries. Directed by Ben Travers.

Advertisement for Edinburgh Festival CBSO/Rattle Usher Hall, featuring The Dream of Gerontius.

Advertisement for Sadler's Wells Royal Ballet performing The Snow Queen.

Large advertisement for 'THE PRODUCTION OF THE YEAR: THE MOST SENSUOUSLY SEXUAL THEATRICAL ENCOUNTER IN YEARS... STYLISH, ULTRA CONFIDENT BRILLIANCE' featuring les liaisons dangereuses.

Advertisement for RSC/NATWEST TOUR featuring The Royal Shakespeare Company taking to the road with two new productions: Much Ado About Nothing and The Merchant of Venice.

# Jailed IRA men back Provos' drive for Dail

By Richard Ford

The leadership of Provisional Sinn Fein is receiving support from four key convicted terrorists in its efforts to drop the organization's policy of refusing to take seats in the Irish Republic's Parliament.

Patrick Magee, the Brighton bomber, has joined three others in demanding the change to allow Provisional elected representatives to work in the "corridors of power" at Leinster House, where the Dail sits in Dublin.

The other three backing the proposal are Paul Kavanagh, who led the "active service unit" which bombed Harolds and the home of Sir Michael Havers, the Attorney-General; Brian Keenan, a former head of Provisional IRA operations; and Brendan Dowd, a leading figure in a terrorist cell based in the north of England during the mid-seventies.

All four are serving sentences in Leicester prison, but in two letters to the Provisional's mouthpiece, *Republican News*, they signal their support for an amendment in the constitution being promoted by senior figures around the northern leadership of Mr Gerry Adams, PSF MP for West Belfast.

In one letter they say PSF must try to gain political power in the "free state", as it was no longer justifiable to commit future generations to permanent war without the hope of power. "That can only

be achieved through the ballot box. We believe that Sinn Fein must place before the electorate a revolutionary programme and, if elected, take its seats in Leinster House."

The letter admits what leading PSF figures accept, that a majority of people in the South recognize the Dail and institutions of state and it adds that for the movement to ignore this is counter-revolutionary.

"It is time for a change", they declare, before urging November's annual conference to amend the constitution "to enable elected representatives to carry out revolutionary work in the corridors of power. We do not believe any republican principle is involved in this issue. The history of our struggle is the history of failure to establish the republic."

It says the Provisional IRA gives allegiance only to the republic but that intermediate gains must be made along that road and it asks readers: "Is there a choice?"

If PSF were to win seats and enter the Dail it would have far-reaching effects on southern politics, particularly if in a hung parliament they held the balance of power. The authorities would also have to review section 31 of the Broadcasting Act which bans the movement from appearing on state radio or television.

Threat to breweries, page 2

# Trade marks of Henry Moore



Henry Moore, the sculptor, who died yesterday aged 88, in reflective mood before one of his distinctive open-air works.

Continued from page 1

studied in the 1920s, described the century as the greatest of the century and said he had had a "tremendously strong influence on all artists".

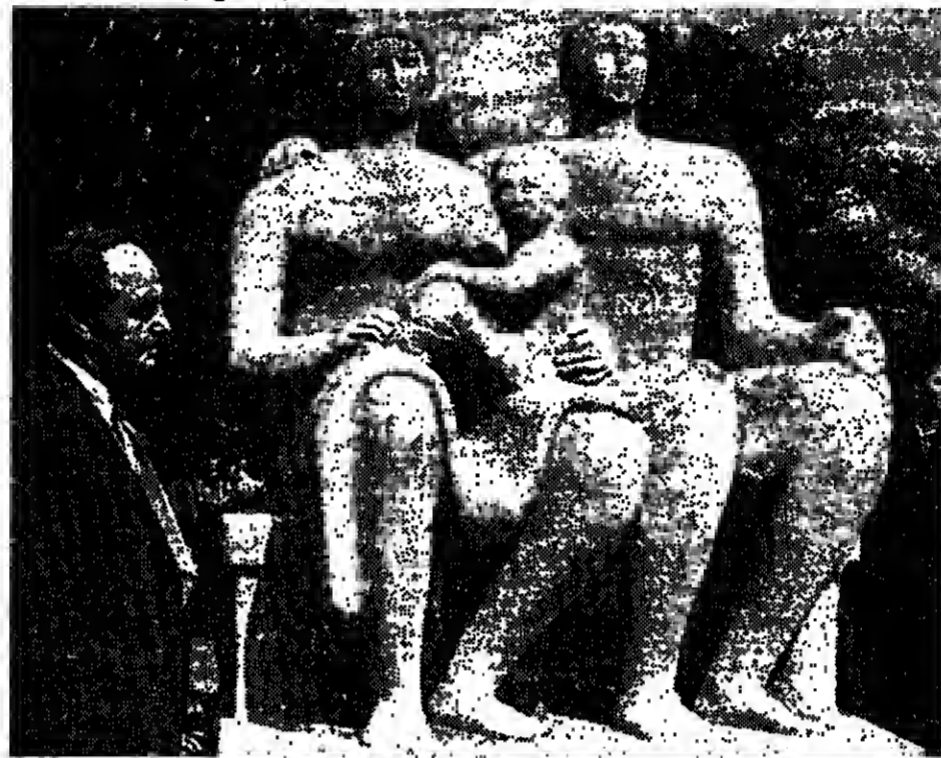
Professor Hedgecock recalled that in his last years, Mr Moore would still draw every day in spite of being confined to his bed or a wheelchair.

Mr Bernard Meadows, a fellow sculptor who worked with Mr Moore 50 years ago, said he would be remembered with the same respect as Constable and Turner.

Mr Meadows said: "His impact was like that of Picasso. It was not that he affected the style of sculpture, but it was his attitude of serious dedication that created a climate in which art could be taken seriously."

Mr Moore was also remembered by the town of Castleford in West Yorkshire where he grew up, and with which he kept strong links.

Mr Moore leaves a wife, Irene, a daughter, Mary, and grandchildren.



The sculptor at the unveiling of his Family Group at Harlow New Town, Essex, in 1956.

# Union deals atom blow to Kinrock

Continued from page 1

of their venom will be directed at Mr Eric Hammond, the general secretary of the Electrical, Electronic, Telecommunication and Plumbing Union.

Mr Hammond, who since the dispute has received death threats and obscene telephone calls, has been advised by the police to remain in his hotel when the conference is not in session.

However, Mr Hammond intends today to brave the demonstrators and walk past them into the conference hall. A senior EETPU spokesman said: "We are aware of the risks and will be taking suitable security precautions."

Yesterday, Mr Scargill urged his 22 delegates to oppose the General Council and insist on the right for union executive committees to call strikes without necessarily hallooting their members.

But his rhetoric was ignored and all but three of the delegates rejected his plea. Instead, the NUM de-

legation will back a motion from the Technical Administrative and Supervisory Staff Union which makes no specific reference to pre-strike ballots, stating merely that unions should be free to determine their own rule books.

However, the ghost of Mr Scargill's past militancy is likely to return to haunt Mr Kinrock on Thursday when the conference debates nuclear energy policy.

The NUM will formally second a Fire Brigades Union motion calling for the scrapping of all atomic energy plants.

A battle is also looming on Wednesday after the TUC call, agreed with the Labour Party, for a statutory national minimum wage.

For differing reasons, the electricians have forged an alliance with Mr Todd's TGWU to oppose a resolution to be proposed by the National Union of Public Employees.

The electricians believe that such a wages floor would erode the differentials of their well paid members.

# Hospitals to rethink rules on killer germs

By Thomson Prentice, Science Correspondent.

Hospitals are to be given safety guidelines to try to stop the spread of drug-resistant germs which have caused the deaths of many patients.

The bacteria have been identified in at least 32 London hospitals and outbreaks of similar infections have been reported in others to Nottinghamshire, Yorkshire and East Anglia, in the past five years.

The virulent strain known as methicillin-resistant staphylococcus aureus (MRSA) is a particular threat to elderly patients, those recovering from surgery and those whose natural immunity has been suppressed by drugs, such as transplant and kidney dialysis patients.

A working party examining the problem on behalf of the North East Thames health region is preparing advice for hospitals. Dr Jean Bradley, chairman of the working party, said yesterday: "There

is quite a considerable problem in some hospitals.

"The difficulty is in discovering which patients have the infection and taking measures to isolate them and prevent further spread.

"Isolation facilities are essential once an outbreak has occurred, but they are expensive and time consuming.

"Controlling this infection requires high standards of hospital discipline. For some medical and nursing staff it means relearning hygiene training and having a continued awareness of how micro-organisms cause infections."

The infection was a contributory factor in the deaths of more than 20 patients at the London Hospital, Whitechapel, two years ago. The problem is not confined to Britain and has perplexed hospital authorities to Australia and the United States.

# Young more apathetic

Continued from page 1

satisfactions are not being translated into political commitment comes from their attitude to unemployment.

It is considered by a large margin the most important issue. Yet asked what they thought was the main cause of unemployment in the country as a whole, only 21 per cent chose the Government or the Conservative Party.

young unemployed in the poll blame the Government for being jobless. Yet in August 1981, MORI found in a survey for Granada television that the figure was 40 per cent.

The survey, whose findings begin on the Spectrum page today and will be continued tomorrow and on Wednesday, was carried out among a representative quota sample of 607 respondents aged 18 to 24, at 50 sampling points between August 25 and 27.

## THE TIMES INFORMATION SERVICE

### Today's events

#### Royal engagements

The Duke of Edinburgh visits Farnborough International '86 exhibition and display. Farnborough Airfield, 11.30; and later, as President of the English-Speaking Union, attends the opening dinner of the 1986 World Members' Conference, Sheraton Hotel, Edinburgh, 6.15.

The Duke of Kent attends Farnborough International '86, Farnborough Airfield, 10.45.

#### Paintings and photography by Sue Rae and Mustafa Sami; Nicolai Centre, Brewery Court, Greenwell, Glos, Mon to Sat 10 to 5.30 (ends Sept 30).

Barry Cooper solo exhibition; Museum Gallery, 1 North Parade, Frome, Somerset; Mon to Sat 10 to 4, closed Thurs (ends Oct 3).

Paintings, drawings and etchings by Ray Amrose; Falmouth Art Gallery, The Moor; Mon to Fri 10 to 4.30 (ends Sept 26).

Animal magic; sculpture; Mid-Pennine Arts Association,

### 2 Hammerton St, Barnley; Mon to Fri 9 to 5 (ends Sept 26).

Bhimbetka Art watercolours of the rock-art of the Bhimbetka region, Physics Buildings, Mon to Fri 8.30 to 7 (ends Sept 5). Richard Ross: musology photographs; John Hansard Gallery, Monto St 10 to 6 (ends Oct 25); Southampton University.

Watercolours by Mary Fox and Paul Millidge; Becroft Art Gallery, Westcliffe, South-East-on-Sea; Mon to Thurs, 9.30 to 1 and 2 to 5.30, Fri 9.30 to 1 and 2 to 5 (ends Sept 26).

### Exhibitions in progress

The Creation of an Ideal: Neo-classical drawings; Festival Gallery, Alderbury; Mon to Sun 10 to 6 (ends Sept 27).

21 Artists: The Easton Rooms, 107 High St, Ryd; Mon to Sat 10.30 to 1 and 2.30 to 5, Sun 2.30 to 5 (ends Sept 29).

Paintings and prints by Mike Exall, Elizabeth Howlett, and Marcia Lee; Linton Court Gallery, Duke St, Selby; Tues, Fri and Sat 11 to 5, Sun 2 to 5 (ends Sept 28).

Julia Parry: The Old and the Derelict; Posterngate Gallery, 6 Posterngate, Herts; Tues to Sat 10 to 5.30 (ends Sept 27).

Echoes of Man and Nature: paintings and photographs by Herbert Spencer; The Old School, Bedford, nr. Knighton, Powys; Wed to Sun 2 to 6 (ends Sept 28).

Break in the Seal: photographs of Handsworth, Birmingham and New York, USA; Herbert Art Gallery and Museum, Jordan Well, Caerdyff; Mon to Sat 10 to 5.30, Sun 2 to 5 (ends Sept 21).

A Rediscovery: paintings by Kathleen Waite; Salford Art Gallery, Ordsall, Salford; Fri to Sun 2 to 6 (ends Sept 21).

Recent by the Orlando String Quartet; Orford Church, Suffolk; 8.

General Farnborough Air Show; Farnborough Airfield, today until Sept 7, 10 to 5.

An Antique Fair; Bakewell Town Hall, 10 to 5.

### The pound

Table showing exchange rates for various currencies including Australia, Austria, Belgium, Canada, Denmark, Germany, Greece, Hong Kong, Ireland, Italy, Japan, Netherlands, Norway, Portugal, South Africa, Spain, Switzerland, USA, and Singapore. It also includes a note about rates for small denominations and a reference to the Retail Price Index.

### Nature notes

The common and Arctic terns are passing southwards along our coasts. They are sometimes accompanied by Arctic skuas, who harass them until they drop the fish they are carrying; the skuas stop and pick the fish up in the air.

In woods and gardens, tawny owls are hooting noisily as they search for winter territories. Goldfinches are flocking to feed on the thistle heads, but many of the feathered seeds are whisked away by the wind. A late-opening flower on the roadsides is the yellow hebeane. Elderberries are ripe and mushrooms are common in the fields.

Young frogs have spread out across the countryside. They are often the prey of adders and grass snakes, whose young are also appearing. Caterpillars of the garden tiger moth are feeding on nettles, or striding purposefully down roads in search of a place to hibernate. Wasps are pouring out of their nests and feeding on anything sweet that they can find. Some of the larger dragonflies are just beginning to fly, like the common ascalia, a hawking species with a four-inch wingspan.

DJM

### Video Act

From today most English language video works currently in circulation, will have to be classified and labelled for viewing by different age groups. This already applies to videos released from September 1, 1985.

Under sections 9 and 10 of the Video Recordings Act 1984 all English language video works, except those registered with the Department of Trade and Industry since 1980 for cinema release. The work is being carried out by the British Board of Film Classification.

### Portfolio Gold

The Times Portfolio Gold rates are as follows. Times Portfolio is free. Purchase of a minimum of eight shares is required. Times Portfolio list comprises a group of public companies whose shares are listed on the Stock Exchange and quoted in The Times Stock Exchange list which will appear in the columns provided.

How to play - Daily Dividend: On each day your unique set of eight numbers will forecast commercial and industrial shares published in The Times Portfolio list which will appear on the Stock Exchange Price page.

How to play - Weekly Dividend: On each day your unique set of eight numbers will forecast commercial and industrial shares published in The Times Portfolio list which will appear on the Stock Exchange Price page.

How to play - Monthly Dividend: On each day your unique set of eight numbers will forecast commercial and industrial shares published in The Times Portfolio list which will appear on the Stock Exchange Price page.

How to play - Quarterly Dividend: On each day your unique set of eight numbers will forecast commercial and industrial shares published in The Times Portfolio list which will appear on the Stock Exchange Price page.

How to play - Annual Dividend: On each day your unique set of eight numbers will forecast commercial and industrial shares published in The Times Portfolio list which will appear on the Stock Exchange Price page.

### Roads

London and South-east: M1: Contraflow between junctions 7 and 9 (Hemel Hempstead); 50 mph speed restrictions. A2: Contraflow between Gravesend East and the B2009 at Cobham; A217: Roadworks in lower Lingswood; delays for traffic approaching SW London from M25 junction 8 (Reigate).

Midlands: M1: Contraflow between junctions 4 and 5 (Bromsgrove/Droitwich); A52: Single line traffic controlled by temporary lights between Nottingham and Grantham at Bingham.

Wales and West: M5: Repairs on southbound carriageway between junctions 25 and 26 (Taunton/A38 Wellington); M4: Lane restrictions in both directions between junctions 44 and 45 (Swansea); A38: Lane closures in both directions at Holton Hill, Exeter.

The North: M6: Rebuilding work on both carriageways between junctions 32 and 33 (Preston/Blackpool); M62: Resurfacing between junctions 7 (Widnes) and Burwood services; M18: Contraflow between junctions 6 and 7 (Worcester/Evshal).

Scotland: M8: Resurfacing work at junction 17; no northbound exit to Great Western Road (A82); M73: Lane closures on southbound link to A74 (junction 1). A75: Bypass construction at Creatown, Kirkcubright.

Information supplied by AA.

### Bond winners

The winning numbers in the weekly draw of the British Open Lottery are: £100,000; 10WV 594751 (winner lives in Enfield); £50,000; 18XF 538033 (Derbyshire); £25,000; 12SN 727181 (Bucks).

### Weather forecast

Pressure will be low near Iceland and high to the SW of the British Isles. Weakening Atlantic fronts will move slowly SE across much of Wales and central and southern England during Monday.

6 am to midnight

London, SE, central S, SW England, Channel Islands: Becoming cloudy for a time with occasional rain or drizzle after a bright start; wind SW moderate or fresh; max temp 16 (64).

East Anglia, Midlands, E, NW, coastal W, English Wales, Early cloud and rain slowly clearing from the NW; wind W moderate or fresh; max temp 16 (64).

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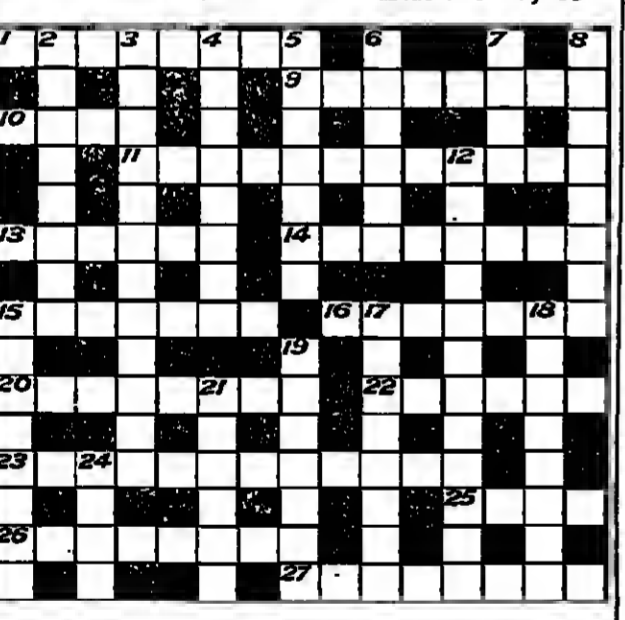
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### The Times Crossword Puzzle No 17,139



### ACROSS

- 1 Splendid piece of railery restrained by master to charge (8).
- 9 Why, it's said, leaving a novelist's joint causes privation (8).
- 10 Saki often holds it to be in the Ukraine (4).
- 11 One sent, reportedly, from Coleridge's town of monks and bones? (3,2,7).
- 13 Stages in development for raccoons (6).
- 14 Tenacious disposition of one he saved (8).
- 15 Benediction, no less, for such an entertainer? (7).
- 16 Darling girl seen outside island plant (7).
- 20 Lose track of spymasters' office (8).
- 22 Cocktail ingredients purchased originally by inexperienced bridge players (6).
- 23 From which we may run, after showing surprise at first (8-4).
- 25 Chanced upon India's opener returning likewise (4).
- 26 On the shore following the text, say (8).
- 27 The Who's (Who) of fish and bird in New York (8).

The Solution of Saturday's Prize Puzzle No 17,138 will appear next Saturday

### DOWN

- 1 An exciting sort of rabbit-racer (6).
- 3 Curious type who jilted first girl friend, we are told (1,2).

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MONDAY SEPTEMBER 1 1986

Executive Editor  
Kenneth Fleet

STOCK MARKET  
(Change on week)

FT 30 Share	1311.9 (+40.9)
FT-SE 100	1660.9 (+53.8)
Bargains	21416
USM (Datastream)	

THE POUND  
(Change on week)

US Dollar	1.4870 (-0.0030)
W German mark	3.0321 (-0.0105)
Trade-weighted	71.1 (-2.0)

US NOTEBOOK  
**Deficit can only grow even worse**  
From Maxwell Newton New York

The markets in America were rightly shocked by the huge \$18.04 billion trade deficit in July, which brought the cumulative deficit in the first seven months of the year to \$102 billion compared with \$80.9 billion in the same period of 1985. Immediately, the dollar, which had been pushed upwards on a spurious rise in the index of leading indicators for July, dipped sharply. On Friday it was down to DM2.03 and 155 yen, still far too high a figure to reflect the horrible reality. Not surprisingly, the bond market bounced on the news, which indicates the possibility of a negative result for GNP growth in the third quarter. The September T-note futures jumped almost one point while the T-Bond futures jumped 18/32 to 101 1/2. The July trade result reflected a fall of 7.1 per cent in exports and a rise of 7.5 per cent in imports. America has been living off other people's savings to a huge extent - absorbing some-

Analysis	18	Co News	19
Gilt-edged	18	Foreign Exch	19
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thing like 40 per cent of the savings of the industrialized nations. At some point, the game will have to stop. In smaller nations like Australia, the existence of a massive balance of payments deficit eventually overwhelms the domestic economy and turns it into a recession, which breaks import demand and eventually restores stability to both the domestic economy and the balance of payments. In the US case, the domestic economy is suffering from the effects of the trade deficit. Growth in the last eight quarters since June 30, 1984 has been abysmal, about 2 per cent per annum. But the domestic economy has been helped by massive infusions of Federal Reserve credit and by a massive fiscal deficit. So the normal connection between a balance of payments deficit and the domestic economy has been muted. This has meant the dollar has remained unnaturally strong - having been devalued by little more than 10 per cent in the last 18 months - and the domestic economy has succeeded in maintaining some forward momentum. The great fear of the American authorities is that as the deficit necessarily contracts - if only because the world is awash with dollars - the rest of the world will move into recession because there is no possibility of absorbing imports of \$170 billion a year. Appeals to Germany and Japan have fallen on deaf ears because they are hoping that somehow the US will keep on borrowing in order to maintain the flow of imports and an artificially inflated standard of living. It is foolish of the Germans and the Japanese to think they can escape the consequences of the huge devaluation of the dollar which still has to come. The US deficit on its current account is running at \$175 billion a year. This represents a total failure of policy because it is misleading the American people into thinking they are much better off than they are, while building up huge debts. To achieve an increase of \$140 billion (the decline in US imports needed to bring the current account into balance) in Germany and Japanese imports, they would have to rise by 47 per cent. Such a rise is entirely out of the question. The Germans and the Japanese have undoubtedly worked this out and are hoping to stall for time, hoping the US will continue to go into massive debt in order to maintain the growth of world trade, from which Germany and Japan are key beneficiaries.

# CBI adds to fears about trade and economic growth

By Graham Searjeant, Financial Editor

The Confederation of British Industry, often among the optimists about the British economy, has joined the trend to gloomier views among forecasters by cutting its estimate of growth in output next year from 2.8 per cent to 2.6 per cent. The CBI has also revised its output forecast for 1986 down from 2.4 per cent to 2 per cent because the US economy and world trade are growing - and responding to the fall in oil prices - more slowly than expected. Manufacturing output is now expected to fall by 0.5 per cent this year and grow by only 1.7 per cent in 1987, much worse than earlier forecasts. Next year's growth would be enough to create 300,000 jobs, but this would only cut

average levels of unemployment by 100,000 in 1987. In its quarterly *Economic Situation Report*, published today, the CBI points to lack of competitiveness in industry due to high earnings increases as the biggest problem. Exports are expected to rise by only 1.7 per cent this year as world trade growth slips from 4.5 per cent to 3 per cent. They should grow faster next year, but the CBI's projection of 3 per cent growth is still less than the projected growth in world trade. Consumer expenditure is expected to remain buoyant on the back of high real wage increases, rising 4.2 per cent in 1987 after 4.8 per cent this year, but much of the rise is being taken from stock or imports. The CBI expects a balance of payments surplus of £1.7 billion this year to be transformed into a £1.5 billion deficit in 1987, which will continue to rise in 1988. The CBI's monthly trends survey for August, published with the report, indicates that export orders in manufacturing industry remain at their lowest since November 1983. Mr David Wigglesworth, chairman of the CBI's economic situation committee, said: "UK exports are currently growing at just over half the rate of increase in world trade generally. The way to improve our market share is by ensuring our design, quality, delivery and after-sales service are better, our productivity is higher and our cost, price and pay increases are lower than our overseas rivals." Inflation is expected to rise slightly to 3.3 per cent for this year, and to increase further to an average of 4.2 per cent for the whole of 1987. The CBI's greater pessimism is shared in an Institute of Directors survey of 200 members which showed a rapid deterioration in confidence. But a new forecast from the Midland Bank presents a much more hopeful view of the economy. The Midland expects strong consumer spending and higher investment to bring 3 per cent growth in both 1987 and 1988, with inflation falling back again to 2.5 per cent in 1988.

## Japanese cut forecast

The impact of the strong rise of the yen has forced the Japanese government's economic planning agency to cut its growth forecast for the financial year to next March from 4 per cent to 2.8 per cent. Mr Tetsuo Kondo, head of the agency, is reported to have told a seminar that, because of the impact of the yen on export earnings, domestic demand would need to be expanded by ¥3,000 billion by budget measures to achieve 4 per cent growth. A battle is growing in Tokyo over the need for an expansionary budget in the autumn or next spring, between members of the ruling Liberal Democratic Party and the finance ministry, which continues to take a cautious approach. The latest West German economic forecast, prepared by the independent IFO research institute takes a more cautious view than the government, which has been looking for 3 per cent growth. The IFO forecast suggests growth of between 2.5 and 3 per cent this year and "a good 2.5 per cent" next year.

## Express chief resigns

By Our City Staff  
Mr Roger Bowes, chief executive of Express Newspapers, publishers of the *Daily Express*, the *Sunday Express* and the *Star*, has resigned just 10 months after being appointed when United Newspapers took over Fleet Holdings for £317 million. Mr Bowes had left "to pursue other interests". Mr Graham Wilson, finance director of United Newspapers, said: "I believe he left on amicable terms. There was no divergence of opinion on the future of the Express newspapers". However, Mr Bowes' resignation comes when the *Daily Express* is still trying to recapture lost readers. Despite the appointment in April of a new editor, Mr Nick Lloyd, circulation in the first half of this year fell to 1.85 million, one per cent below the same period last year. The greatest achievement has been a 38 per cent reduction in the Express workforce. The 2,500 redundancies cost about £65 million but should produce annual savings of £50 million. When Mr Bowes was appointed last October, he said he had been proud of raising circulation at Mirror Group newspapers, where he was managing director before the arrival of Mr Robert Maxwell. His successor will be his deputy, Mr Andrew Cameron, who will take the title of managing director.

## YTV share ballot favours small man

By Our City Staff

Small applicants in the Yorkshire Television flotation, particularly those seeking between 300 and 1,000 shares, have been favoured by the basis of allocation drawn up for the highly successful £10.3 million issue. "It has always been a small man's issue and we went after the investor in Yorkshire who tends to be the smaller man," Mr James Lupton, a director of Barings merchant bank, which handled the issue, said. The flotation was oversubscribed 51 times, far more than the two other recent television issues, Thames and TV-am, which were 26 and 10 times oversubscribed respectively. YTV, the last independent television contractor to come to the market, is offering 25 per cent of its equity to the public. The success of the issue, which drew more than £20 million from 126,000 investors, including about 30,000 from the YTV region, should ensure a substantial premium over the 125p offer price when dealings start on Friday. Applicants seeking between the minimum 200 shares and 900 shares will enter a weighted ballot for 200 shares while those asking for 1,000 to 10,000 shares will go into a similar draw for 300 shares. Mr Lupton said the weighting of the ballots would favour applicants in the 300-to-1,000 share range. Another weighted ballot for 400 shares will be held for applicants for 11,000 to 25,000 shares, while larger investors, including the 16 institutions which applied for one million shares or more, will have to content themselves with just 1.35 per cent of the shares they sought. Even then, an absolute limit of 40,000 shares is to be applied. Sorters at National Westminster Bank snuffed out some 12,000 suspected multiple applications, including more than 100 identically-completed forms and cheques from one female investor, each seeking 200 shares. She is thought to have spent more than £40 on newspapers alone to obtain the forms. Neither Barings nor YTV will be instituting action against the multiple applicants. "We are not conducting a moral crusade but we will cash some of our cheques to try to recoup some of the money spent processing the applications," Mr Lupton said. Analysts said the YTV flotation proved that the public still had a healthy appetite for heavily-promoted share issues such as the forthcoming Trustee Savings Bank offer, despite recent gyrations in the stock market.

## Boost for Opec as Oman cuts output

By David Young Energy Correspondent

Oman yesterday announced that it is to cut its oil output by 50,000 barrels a day from today. The cut, which will put production at 550,000 barrels a day, coincides with the introduction of the new output quota system formulated by the Organization of Petroleum Exporting Countries (Opec) in an effort to send oil prices back up. The 13 Opec countries aim to limit production to 16.7 million barrels a day. Although most were sending oil larger than normal cargoes until the weekend it appears they are determined to make the agreement work and have already started to cut output. The agreement will be reviewed on October 6. Although not an Opec member, Oman has traditionally co-operated with the cartel. Among other independents, Mexico has already announced a 10 per cent output cut. The oil spot market will deliver its verdict on Opec's new quota system this week, although some dealers suggest that prices will initially rise to about \$18 and then fall back to nearer \$15. In a report out today, Wood Mackenzie, the oil analyst, predicts that all new development in the North Sea will remain halted until the price of oil rises to about \$20 a barrel. The broker's report on prospects in the North Sea oil industry says: "Although the Opec agreement has seen something of a bounce in prices, the current level is far short of that required to make the majority of new projects viable. In addition, there is still considerable uncertainty in the market with a return to a price of below \$10 still a possibility in the near term." Since the oil price slide started in December most major development decisions in the North Sea have been deferred. Wood Mackenzie says: "It is probable that all new projects will be put on hold until two things happen. Firstly, the price of oil has to return to somewhere nearer \$20 than its current level. Secondly, a degree of confidence in a sustained price level is required. If a price in the high teens can be maintained and the high volatility in the market becomes a thing of the past, life would be slightly more comfortable in the North Sea. The unavoidable conclusion is that the industry in the UK faces an extremely difficult two or three years." However, Wood Mackenzie also suggests that prices will fluctuate at around \$15 until the end of the decade, when demand for oil will creep up.



David Wigglesworth: pay rises must be lower than rivals'

## Tinco asks court to wind up ITC

By Richard Lander

Tinco Realisations, the organization set up by 11 London Metal Exchange (LME) brokers owed millions of pounds by the International Tin Council (ITC), is to petition the High Court to wind up the council and appoint a liquidator. The unanimous decision, reached at a meeting on Friday, followed legal advice that the ITC is an unincorporated body and its 22 member states are liable for its debts incurred after the collapse of the tin market last year. Britain, a leading member of the ITC, has consistently denied any legal responsibility for its share of the debts. Mr Michael Arnold, a partner in the accountant Arthur Young and Tinco's leader, yesterday put the brokers' debts at a minimum of £160 million plus interest. If a challenge by two brokers to the way the LME organized the settlement of outstanding tin contracts was successful, that figure could double, he said. Mr Arnold said Tinco had been in close touch with the banks and expected them to fully support the petition. Tinco hopes to have the winding-up petition heard in the High Court in November. If it is successful, Mr Arnold would be the likely candidate to act as receiver. The petition is just one of a plethora of legal actions that could encircle the ITC with claims for £750 million or more. Mr Arnold said it did not preclude individual brokers taking member countries to court as JH Rayner (Mining Lane) has already done with all 22 nations. The group of banks owed £340 million by the ITC has yet to declare its legal intentions. The banks lent the money to the ITC as it tried to support market prices through a massive tin-buying operation. When the tin market collapsed with prices falling by more than 50 per cent, Mr Arnold said Tinco had been in close touch with the banks and expected them to fully support the petition.

## South Africa economic prospects downgraded

By Our City Staff

Indications that political uncertainties in South Africa are beginning to bite have brought a lower economic growth forecast for the next five years, from the Economist Intelligence Unit (EIU). The EIU has cut its projection of real gross domestic product growth between this year and 1990 from a previous 4.2 per cent a year to 3.3 per cent. It says: "After a long period in which political uncertainties appeared to have only a marginal impact on the domestic economy, there are signs that growth prospects are beginning to suffer." While comprehensive or mandatory sanctions are not an immediate prospect, it says external pressure is likely to increase gradually. South Africans consumers are growing more uneasy about the future. The EIU says: "Sluggish sales of durable goods and new housing can be explained by weak income growth and fears of unemployment, but could also reflect deeper uncertainties". However, the report says that an expansionary public spending package and the weakness of the rand, could stimulate exports. But the EIU is still more optimistic than South Africa's Reserve Bank governor, Dr Gerhard Kock. In an address to the bank's stockholders, he put GDP growth for this year at no more than 1 to 2 per cent, against an EIU estimate of 2.8 per cent.

## Fibre-optic threat to satellites

By Jonathan Miller

Mr Jerry DeMartino, the vice-president for international relations of the American telephone company, MCI, makes himself perfectly clear. He will be pulling his international telephone circuits off satellites as fast as he can, and re-routing them on submarine fibre-optic cables, which he asserts provide better quality, greater reliability and a lower cost. "Without a doubt, satellites will suffer," he said. A spokesman for British Telecom is more circumspect. "We regard satellites and cables as complementary, not competitive," he said. Nevertheless, British Telecom is investing heavily in international fibre-optic cables, and has recently been urging Intelsat, the international satellite consortium, in which it is the second-largest shareholder, to move cautiously in the ordering of new satellites. The recent failures of the Americans and French to launch satellites has raised the insurance premiums on new satellites to 25 per cent of their value. And at the same time, banks and scared off by the rapid advances in fibre-optics have cut their cost and improved their performance. Most telephone users prefer

their calls to be routed over cables. Because satellites orbit 22,300 miles above the equator, it takes about half a second for the human voice to make the round trip from Earth to space and back. This produces a lag which makes it hard to conduct a spontaneous conversation. But today, most international calls still move by satellite as the cables currently in service lack the capacity needed. The introduction of fibre-optics will change this. The contest between fibre-optics and satellites will be most closely fought on the world's most lucrative telephone route, between Britain and the United States, which currently spend two million minutes per day talking to each other. This traffic is growing at an annual rate of 20 per cent. The current mix of satellites and conventional cables produces a theoretical capacity of about 40,000 telephone circuits between Europe and America, which is clearly insufficient. So a huge increase in capacity is planned. In 1988, the first transatlantic optical cable, TAT-8, will enter service, providing 40,000 more cir-

cuits. In the same year, Intelsat hopes to put up the first of a new generation of high-performance satellites called Intelsat VI, also with a capacity of 40,000 circuits. The demand for high-capacity digital links for business services, and for international transmission of television programmes, will use thousands of circuits that would otherwise be available for telephones. The real trouble for the satellites will probably start in 1989, when a second fibre-optic cable providing 60,000 circuits, planned by Cable & Wireless and the American Nynex group, is scheduled to enter service. A contract for the construction of the cable is due to be awarded in London later this month, after a bruising contest in which STC and Japan's Fujitsu have emerged as finalists. By 1991, the capacity of Intelsat VI will be overwhelmed by a cable that is still more advanced. On October 13, a meeting will be held in Brighton, Sussex at which British Telecom and telephone authorities from France, Spain, Canada and the

United States will approve a plan to build an 80,000-circuit cable called TAT-9 that is likely to cost more than £300 million. Mr Joel Alper, president of the space communications division of the Communications Satellite Corporation, the American company that is the largest shareholder in Intelsat, said that satellites will continue to have an advantage over cables in certain circumstances. In "point-to-multipoint" communications, such as television distribution, satellites provide a unique service that cannot be economically duplicated by cables, he said. Satellites also are capable of producing economical point-to-point communications for business customers, particularly companies that exchange a lot of digital information between sites, because they allow the bypass of expensive local telephone networks. Rather tellingly, his own company has recently received approval from the U.S. Federal Communications Commission to buy fibre-optic cables for resale to its customers.

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### Egypt and IMF in loan talks

Cairo (Reuters) — Egyptian officials start talks today with an International Monetary Fund team, which is in Cairo to review economic measures and consider a request for a standby loan agreement.

Negotiations with the IMF on balance of payments support have been going on for 18 months.

Diplomats say Egypt's loss of hard currency earnings from falling oil exports has added urgency to the talks. It expects to lose \$1.2 billion (£805 million) in oil revenue in the present fiscal year.

The government hopes a ban on some imports and moves to unify the multiple exchange rate system will enhance Egypt's position with its creditors.

The prime minister, Mr Ali Lotfi, has announced a ban on imports of 210 items and a new system of graded customs tariffs.

Opposition parties have accused the government of trying to raise prices in an underhand way.

The IMF has been pressing for radical reforms, including removal of food subsidies and a sharp increase in interest rates, as conditions for rescheduling Egypt's \$36 billion debt and providing new credits.

The president, Mr Hosni Mubarak, has rejected the terms, saying they would cause unrest.

## Burmah prepares for future without oil

By Carol Ferguson

One of the many ironies of Britain's chequered and colourful history is that its first oil company, the Burmah Oil Company, gave birth to its biggest, British Petroleum.

A Burmah-financed venture made the first commercial oil discovery in Persia, marking the beginning of the Middle Eastern oil industry in 1908. The Anglo-Persian Oil Company, now BP, was incorporated to exploit this find, and 90 per cent of the ordinary share capital was provided by Burmah.

But Burmah's origins go back much further — to the 19th century. The Rangoon Oil Company was registered in Edinburgh in 1871 to take over an oil distillery at Dunneadow on the outskirts of Rangoon in Burma.

The company was on the brink of collapse when David Sims Carrill, a Glasgow merchant, appeared on the scene. He was a shareholder and reluctant director of the company. Aware of the huge demand for lamp oil in India, he was convinced the refinery could become a success and so he bought it, 110 years ago in 1876, for £15,000.

Ten years later, in a public offer for sale as a joint stock company, the company was reconstituted and registered in Scotland as the Burmah Oil Company in July 1886.

The difficult terrain in

Burma made transportation of key importance to the success of Burmah's operations. By coincidence, a Mr Benz patented the world's first petrol driven car in the same year as Burmah was founded. Also in the same year, the world's first oil tanker was launched on the Tyneside.

But it was many years before these new-fangled means of transport reached Burmah's oilfields. Any form of local conveyance suited to the conditions was pressed into service, including elephants, camels, mule trains, bullock carts, railways and river boats.

It was not until 1899 that the SS Syriam, Burmah's first tanker, was launched — the forerunner of what became a sizeable fleet. It is therefore ironic that it was shipping that was instrumental in bringing the company to its knees in 1974.

In the early 1970s, at the height of the shipping boom, Burmah took on several ships on long-term charter. By 1974, it had a fleet comprising more than 40 vessels. When the market fell as a result of the oil crisis after the Arab-Israeli war in 1973, Burmah was unable to charter out its ships at rates anything near high enough to cover its costs.

Not only was Burmah the first company to discover oil in the Middle East, it was also



When oil began to rule: an early tanker, the Castrol oil truck

the first to discover evidence of oil in the North Sea in block 48/22. This find was uncommercial, but the company then went on to find Ninian, one of the biggest oilfields in the North Sea.

Burmah occupies a distinguished position in the history of oil exploration. Thus, perhaps the biggest irony of all is that it should finally turn its back on oil exploration in its centenary year.

This year, it sold the bulk of its remaining exploration and production interests to Premier Consolidated in exchange for shares in Premier, amounting to 25 per cent of the latter. All that remains are some oil and gas interests in

Pakistan which should be sold soon, most probably to the 50/50 partner there, the Royal Dutch/Shell group.

When this is sold, Burmah will have severed its last direct involvement with the oil industry with no intention to return in the foreseeable future.

"International exploration is an expensive game, and it is one for the big players," says Mr John Malby, Burmah's chairman. "We prefer to devote our resources to businesses we feel comfortable with — those which have a good technological and marketing fit with our lubricants and specialty chemicals businesses."

But in the first year of its second century, the name "the Burmah Oil Company" will not be a misnomer entirely. Burmah faces a bright new future not as an oil company, but using oil as a raw material, as a manufacturer and marketer of lubricants through Castrol, purchased in 1966, and specialty chemicals, which has grown mainly by acquisition since 1981.

The hard work of restructuring the company is all but done. Once it disposes of an estimated £40 million worth of peripheral business which does not fit, and this should be completed sooner rather than later, Burmah will be left with two legacies from its past — the ultra-large crude carriers (ULCCs), and the uncommitted portions of its long-term contracts on its liquefied natural gas (LNG) carriers.

Both ULCCs are working on storage contracts, and have been written down to scrap value. The ships are now nothing more than an unpleasant reminder of less happy times.

The same goes for the LNG contracts. Burmah chartered eight ships to carry LNG from Indonesia to Japan. At the end of the life of each charter, beginning in 1998, there is a five-year period during which Burmah does not have a corresponding commitment

from Pertamina, the Indonesian state oil company, to continue using the carriers.

There will in all probability be plenty of gas left in Indonesia; the Indonesians will presumably want to sell it and the Japanese are likely to buy it, and Pertamina should use Burmah's ships to carry it. If not, it could cost the Burmah more than £250 million. It is making provisions in the profit and loss account to cover this open period.

Burmah has traditionally numbered many private individuals among its shareholders. It still has 68,000 who own more than 25 per cent of its shares. What can they expect by way of profit and dividend, and even excitement from their holdings?

The shares are not expensive. They stand on an above average yield of five per cent, and a below average multiple of 11 times earnings. There will be action in the shape of more specialty chemicals acquisitions.

"We won't maintain the pace, but there will be more," says Mr Malby. Certainly he has a fat purse, and a good-sized shopping list.

Burmah is in the process of being re-rated, and that process should continue. A share price growth of 15 per cent is needed to give it a market rating, the least that could be expected.

### Families knee-deep in profits

In its first year of operation, in 1886, the Burmah Oil Company planned to buy 48,000 barrels of oil in Burma from the Twizna-Yoes.

The Twizna-Yoes, which translates as "those who live off the wells", was a group of 24 families who owned the oil fields at Yanangyang, "the creek of the stinking waters".

Oil wells were dug by hand to depths of 250 feet and the men who worked the wells had to stand knee-deep in the stinking, hot and poisonous liquid. The crude was bailed into containers and hauled to the surface, usually by teams of women. It was then poured into locally made earthenware jars and transported by bullock cart to the Irrawaddy river. There it was loaded on to bamboo rafts which would drift the cargo downstream to Rangoon.

The profitability of oil refining in 1886 looked a lot more attractive then than it does now. Burmah planned to pay the Twiznas £14,468 for the first year's oil supply, equivalent to 30p per barrel. Transportation was 10p and refining was another 31p. The selling price was projected at 92p, giving a handsome surplus of £10,000 for the first year's profit.

## AGA Group Interim Report

Six months ended June 30, 1986

- AGA's consolidated income after financial items in the first six months of 1986 amounted to SEK 443m. Income after nonrecurring items was SEK 665m.
- During the second half of the year, capital is being released through the sale of power assets for SEK 1,500m.
- The forecast for the full year 1986 indicates income after financial items on a level with 1985 earnings, plus nonrecurring income of approximately SEK 400m. Adjusted shareholders' equity will increase by slightly more than SEK 1,200m in 1986.

Group Operations, SEK m	Six Months 1986	Six Months 1985	Full Year 1985
<b>Gas Operations</b>			
Sales	2,342	2,367	4,687
Operating income	301	411	707
Income after financial items	304	340	648
<b>Frigoscandia</b>			
Sales	626	780	1,642
Operating income	41	60	150
Income after financial items	34	57	116
<b>Uddeholm Tooling/ASSAB</b>			
Sales	1,067	1,243	2,379
Operating income	82	117	156
Income after financial items	59	88	127
<b>Power Operations*</b>			
Sales	556	—	1,043
Operating income	80	—	118
Income after financial items	41	—	30

\*Värmland-energi AB that became a wholly-owned subsidiary in September, 1985, was not consolidated in the six-month report of 1985 but included retroactively in the report of the full year.

The AGA Group had consolidated sales of SEK 4,382m and income after financial items of SEK 443m in the first half of 1986, compared with sales of SEK 4,506m and income of SEK 304m in the first six months of 1985. Income after nonrecurring items was SEK 665m (1985: 311m). Consolidated net income was SEK 340m after preliminary calculations of provisions and taxes.

Income in the first half of 1986 followed the trend indicated in the 1985 Annual Report. The weakening of more than 20 per cent on the exchange rate for the U.S. dollar, from SEK 9 to close to SEK 7, has a negative effect on comparisons with 1985 six-month figures. AGA has major subsidiaries in both North America and South America, where currencies are linked to the dollar. At the same time, AGA has sharply increased its investments in installations, product development and marketing, and this is having an impact on income over the short term.

The forecast for the full year 1986 indicates consolidated income after financial items on a level with 1985 earnings. Income for the second half of the current year is thus estimated to be higher than in the corresponding period a year ago.

The subsidiary AB Tresor has sold its holdings of AGA's convertible debentures, which were then converted to AGA shares and, at the same time, AGA acquired remaining Tresor shares. This transaction was carried out during June and July and at June 30 the Group reported a net capital gain of approximately SEK 200m, after deduction of financing costs related to the first six months of the year. AGA now holds 99 per cent of Tresor's shares.

AGA has reached an agreement in principle with a consortium of insurance companies and pension funds to sell hydroelectric power facilities producing 1,000 GWh in its subsidiaries. Uddeholm AB and Värmland-energi AB to a newly formed company for approximately SEK 1,500m. The new company will also acquire the hydroelectric power plants producing 368 GWh in Uddeholm AB leases from SPP, AMF. The

Power Operations will continue to be run by Värmland-energi AB, which will purchase power from the new company at cost. Värmland-energi will be a part-owner of the new company, with an option to repurchase the facilities. The option cannot be exercised before 1992. The transaction is expected to improve AGA's income after financial items by about SEK 100m on an annual basis. In addition, the Group will realize a capital gain of slightly more than SEK 200m.

The Group invested SEK 613m (1985: 467m) in new installations in the first half of 1986, including SEK 450m (1985: 393m) in Gas Operations. The largest ongoing projects involve atmospheric gas plants in Sweden (Öleostund), West Germany, France and Brazil. The amount invested includes acquisition of a gas distribution operation in the United States. Following the close of the period, three additional gas distribution companies were purchased in the U.S. at a cost of approximately SEK 140m.

Consolidated liquid assets and short-term placements increased SEK 414m, to SEK 1,935m. External borrowing, excluding convertible loans, decreased SEK 54m, to SEK 3,279m. Adjusted shareholders' equity, including minority interests and 50 per cent of unfunded reserves, amounted at June 30 to SEK 3,633m, compared with SEK 4,622m at year-end 1985. The completion of the Tresor deal and the sale of the power generating plants is increasing adjusted shareholders' equity by approximately SEK 300m, following which AGA's solvency (equity/assets ratio) will be closed to 43 per cent.

Gas Operations were affected adversely by the declining exchange rate for the U.S. dollar, as well as by further devaluations in Latin America and a recession in Mexico. Increased investments in installations, product development and marketing also increased cost levels initially. Sales were on a level with 1985 invoicing, and income after financial items was SEK 304m (340).

Frigoscandia's sales increased 2 per cent, adjusted for the sale of the subsidiary, Fraktama AB in January. Income after financial items, amounting to SEK 34m (37), was affected by variations in freezer sales and somewhat lower

utilization of the cold stores. The freezer operations had solid order bookings and income will improve sharply during the second half of the year.

Tooling/ASSAB's invoicing declined 5 per cent, adjusted for the exclusion of Uddeholm Stainless Bar AB following the decrease to 35 per cent in AGA's holding of this company. Income after financial items was SEK 50m, compared with SEK 77m in 1985, excluding Stainless Bar. The weak trend of the market in North America, together with the declining dollar rate and increasing protectionism, were the main reasons for the decline.

Power Operations had a very good first half-year, with income of SEK 41m after financial items. No accurate comparison with the 1985 period is possible, since Värmland-energi AB was 50 per cent owned at that time and therefore not consolidated. The additional income from Värmland-energi during the first half of 1986 was largely offset by AGA's costs to finance the acquisition.

#### Parent Company

AGA AB, the Parent Company, reported sales of SEK 515m (507) and income, before provisions and tax, of SEK 432m (423), including nonrecurring income of SEK 214m from the sale of the AGA share warrants received from AB Tresor.

During the first half of the year the Parent Company invested SEK 73m (40) in new installations. Liquid assets and short-term placements rose SEK 180m, to SEK 998m, and the Company's external borrowing, excluding convertible loans, rose SEK 110m, to SEK 1,358. As a result of the conversion of, primarily, the convertible debentures held by AB Tresor, there was an increase in the number of AGA AB shares of 7.3 million, to 45,562,544 at June 30. With the completion of the Tresor transaction, the number of shares is being increased by an additional 1.3 million. The remaining debentures outstanding are convertible to 0.5 million shares.

Consolidated Income Statement, SEK m (unaudited)	Six Months 1986	Six Months 1985	Full Year 1985
Sales	4,382	4,506	9,755
Operating expenses, etc.	-3,810	-4,695	-8,149
Normal depreciation	-288	-236	-527
Operating income	484	575	1,068
Dividends, etc.	23	16	25
Net interest items	-41	-49	-193
Exchange rate adjustments	-23	-36	10
Income after financial items	443	301	911
Non-recurring items, net	220	7	-4
Income before provisions and tax	663	311	907
Minority interest	-59	—	-86
Provisions	-164	—	-325
Tax	-114	—	-199
Consolidated net income	346	—	537

Consolidated Balance Sheet, SEK m (unaudited)	June 30 1986	June 30 1985
<b>Assets</b>		
Liquid assets and investments	1,935	1,341
Accounts receivable, trade	1,582	1,609
Other current accounts receivable, etc.	378	451
Inventories	1,055	1,061
Total current assets	4,950	4,462
Long-term accounts receivable, etc.	613	671
Shares	446	401
Land, buildings and machinery, used, good-will	7,025	6,739
Total fixed assets	8,062	7,811
Total assets	13,012	12,467
<b>Liabilities and shareholders' equity</b>		
Short-term loans	1,704	1,470
Other current liabilities, etc.	1,742	1,985
Total current liabilities	3,446	3,455
Long-term loans (non-convertible)	1,575	1,465
Other long-term liabilities	1,354	1,154
Total long-term liabilities	2,929	2,619
Convertible loans	26	309
Minority interest	568	615
Unfunded reserves	1,752	1,582
Share capital	1,130	957
Legal reserves and free reserves	2,805	1,795
Consolidated net income	346	537
Total shareholders' equity	4,290	3,049
Total liabilities and shareholders' equity	13,011	12,467

AGA Aktiebolag  
Marcus Storch, President



#### GILT-EDGED

## Why things are worse than they look in UK

Seldom has a West German central bank council's meeting been so eagerly awaited. Press coverage of the state of the German economy mushroomed and economists, long used to the intricacies of the US Federal Reserve system, struggled with their inadequate or, even, non-existent German. The gilt-edged market has clutched at straws before but these have never been Teutonic ones.

A week before, it had been American interest rates that had captured the headlines. The US authorities reacted to more news of a weak economy in the only way open to them — but with surprising speed — by trimming the discount rate by half a point. Relatively firm sterling and oil prices led to some revving of engines in the money markets, but the Bank of England made it clear that the lights would stay at red for the time being. No cut in base rates yet, has become the familiar refrain from the Bank over the period traditionally called summer.

In the event last Thursday's German central bank meeting resulted in the usual terse message — "credit policies unchanged" — leaving the markets with a further two weeks to speculate on German policy and to make sure that they knew the difference between the Lombard rate and the discount rate.

The German central bank no doubt feels aggrieved at the attention it is receiving and the pressure under which it is being put. Domestic economic considerations really do not point to a further cut in rates. The economy is picking up nicely and monetary growth — still taken extremely seriously in Frankfurt — is above target. Inflation may be in negative territory, but wage settlements are uncomfortably high.

The pressure is largely political and largely American. It stems in part from the wish to see an import-intensive locomotive, but it also stems from annoyance that the Germans appear unwilling to lead international efforts to rectify global imbalances.

A German discount rate cut is likely this month in response to further upward pressure on the currency, notably within the European Monetary System. There have also been signs that monetary policy is fast becoming a domestic political issue and the German central bank, unwilling to be caught in electoral crossfire, will wish to diffuse any nascent controversy.

Another American cut is possible next month too, should the August figures due

shortly confirm that the US economy remains flat (as we think they will). The Fed, increasingly apprehensive — even panicky — about the health of the economy and domestic banking system, is unlikely to hesitate to make another cut, especially ahead of the annual IMF conference.

But even if the Germans do cut, the Bank of England is unlikely to show immediate enthusiasm — as many are at present hoping — for participating in this trend to lower world rates.

Lower world rates have helped — and will help — to make lower domestic rates possible, but the Government will choose the time — and this time may be further away than many think. Why is the scope so limited when on any basis — historic, real, comparative — interest rates are so high? The answer is that British economy has not solved the problems which have for some time made it unique. Indeed, at the moment appearances are deceptive — things are worse than they look.

Inflation is at its lowest level since 1967 and the July figures showed an unexpected fall to below 2½ per cent, but earnings growth has stayed at 7½ per cent and seems unlikely to fall appreciably over the next 12 months.

Inflation may be low, but this is the product of favourable, one-off influences. The underlying rate, in fact, is about 2 per cent higher. Moreover, the exchange rate — an essential ingredient in the past of the Chancellor's counter-inflation strategy — is looking pretty sickly at the moment, despite the rebound of oil prices towards \$15 a barrel and the receding of the political anxieties which moved centre stage in July. Given this, to reduce the currency's interest rate backing is a step that the Government may not wish to risk at present.

Monetary growth — in terms of M3 — has eased back from the average monthly increase of 2½ per cent recorded over the March-June period. In July it rose by a meagre 0.1 per cent and in August (figures for which are out on September 9) we expect a rise of ½ per cent. But again the underlying trend is worse than the recorded figures.

The average monthly increase in bank lending over the past three months has been £2.3 billion — 60 per cent higher than the average over the same period last year. The personal sector's appetite for credit appears insatiable, although all parts of the economy — from agriculture to services — wish

to borrow heavily at the moment.

Monetary growth has slowed because the Bank of England has again overfunded — sold debt in excess of the public sector borrowing requirement. But this can only be a temporary expedient and the official aim is to just fund the PSBR over the year as a whole — "no more, no less," said Mr Nigel Lawson at Mansion House last autumn. When overfunding ends, monetary growth will pick up again.

This funding policy has obscured one of the pieces of good news over the past few months — the low PSBR figures. The July figures were typical. A repayment of £2.26 million was recorded when the market was expecting borrowing of up to £500 million.

Lower oil revenues will make the 1986-87 second-half PSBR much higher than usual but, even so, an oil price well below the Chancellor's assumption of \$15 a barrel is now unlikely to raise fears of an overshoot.

Overfunding is taking place not because the authorities wish to avoid putting pressure on the market later in the financial year. A light touch will be needed during the British Gas sale and in the early new year tax-gathering season. Overfunding now means overfunding later.

The significance of the British Gas sale should not be underestimated. The revenue it will raise this year is crucial to keep the expenditure plans on track, which in turn are required if income tax is to be cut substantially in the next Budget. Beyond that, the authorities wish to raise a further £5 billion in asset sales next year and — election allowing — the year after that. They cannot afford another Britoil-style flop if the bandwagon is to be kept rolling.

Despite the growing international perspective being adopted by the gilt-edged market, it would be unwise to lose sight of the domestic issues. Base rates can come down in coming months — though neither as soon nor as substantially as the optimists would have it — and there should be a sunny break in the funding clouds as well.

Despite this, the recent market highs notched up in April are unlikely to be challenged, especially if the forecast sunny spell is largely ignored by investors peering at the election storm-clouds which are still on the horizon — but heading this way.

Ian Harwood and John Shepperd  
The authors are economists at stockbroker Rowe & Pitman, Mullens & Co.

#### RESULTS

TODAY — Interims:	WEDNESDAY — Interims:	Schweppe, Collins (William)
Abbey Panel Investments, Acon Computer Group, Church & Co. A. Jones and Sons, Macfarlane Group, Clansmen, Fingals: Clogau Gold Mines, Flogas, Therman Holdings.	Cement-Roadstone Holdings, Combined Leasing Finance, James Fisher and Sons, Guardian Royal Exchange, Instem, Lambert Howarth, Metal Closures Group, James Neill, P.O. H and J Quick Group, Sound Diffusion, Steel Burrill Jones, Sun Alliance and London Insurance, Wates City of London Properties, Wilson (Connolly) Holdings, MBIA, Consolidated Copper Mines (quarterly), Fingals: Caledonian Offshore.	Kleinwortz Smaller Companies' Investment Trust, Linread, MacLellan (P&W), Pentos, Petrolul, Portals Holdings, Fingals: Bracken Mines, Industrial Finance and Investment Corporation, Kinross Mines, Owen and Robinson, Uoiseil Gold Mines, Winkelaar Mines.
TOMORROW — Interims: James Beattie, Brammer, Evans Halshaw, Exco International, Hymao, IMI, Norank Systems, Sharpe & Fisher, Stat-Plus Group, Western Motor Holdings, Wickes. Fingals: Clarke Hooper Consulting Group, Minerals Oil and Resources Shares Fund, Palmerston Investment Trust.	THURSDAY — Interims: Anglo American Gold Investment Co., Babcock International, Buzzi, Cadbury	FRIDAY — Interims: Derek Crouch, Elys (Wimbledon), Gibbs and Dandy, Home Counties Newspapers Holdings, Oilfield Inspection Services, Fingals: Framlington Group, Magnet Materials Group, Second Alliance Trust.

USM REVIEW

# Americans go on show to tap British investment

It is commonly thought in the City that American shares on the unlisted securities are unpopular with investors. Objections to buying these shares are based on the view that companies operating in the US are too far away to be adequately followed by analysts. Americans, it is felt, are exploiting London investors by raising money more cheaply than they could at home.

The strength of the last argument has been undermined by spectacular flops at the time of issue, so that the ratings on which US companies can be floated has declined.

To overcome criticism, companies have organized visits for analysts to the US. A number of USM companies based on the East coast organized in June a seven-day visit to New York, London and Connecticut for a party of analysts and fund managers.

CVD Incorporated was one of the companies involved and it stands on a rating proving that investors are willing to pay highly for an attractive stock - even if it is based in the United States.

The company has announced its preliminary figures which showed pretax profit up 31 per cent at \$2.09 million (£1.40 million) in the year to June. This was especially creditable, given that the company incurred expensive relocation costs during the year.

It principally manufactures two materials: zinc selenide and zinc sulphide, which are used in infra-red optical devices.

The products are used in defence and commercial fields. The company's aim is to become one of the leading speciality material manufacturers and demand continues as lasers in particular and electro-optics in general are incorporated in an increasing range of products.

The outlook for the coming year is a continued strong performance. Phillips & Drew, the company's broker, estimates that pretax profits for 1986-87 will be \$2.9 million and to \$3.9 million in 1987-88.

Earnings per share for next year, it says, should reach 8.3p, leaving the price earnings ratio on a premium rating of 20 times.

Investors looking for cheaper shares in the US would do well to consider two others also in the electrical sector - Infrared and Borland International.

Infrared designs and manufactures infra-red detectors, with a leading position in the commercial market and it wants to expand in the much larger military market.

Market estimates suggest pretax profits of \$1 million for the year to next February, incorporated in an increasing range of products.

The outlook for the coming year is a continued strong performance. Phillips & Drew, the company's broker, estimates that pretax profits for 1986-87 will be \$2.9 million and to \$3.9 million in 1987-88.

leaving the shares on a prospective price/earnings ratio of 13.5 times.

Borland is a new member of the USM and is one of the largest independent publishers of microcomputer software in the world. Products range from educational to business applications, thus cushioning the company from changes in fashion in any one of its products.

The shares have excellent growth potential; pretax profits could reach \$12.5 million in the year to next March, compared with \$8.7 million last year.

Earnings per share on this basis should be 10.3p, giving a prospective price earnings ratio of 12.1 times - a rating which is too modest.

Isabel Unsworth  
The author is a member of the smaller companies unit at Phillips & Drew.

# COMMENT

## Jobless: the wonder cure that isn't

Would cutting the retirement age of men to 60, as a measure to bring equality between the sexes, be an economical way of cutting unemployment? Some readers pressed this argument in response to suggestions in this column two weeks ago that a crash programme of successive short-term measures, limited in both time and cash, might break the logjam between high unemployment, high taxes and low growth.

Changing retirement ages would hardly fall into that category. It would involve long-term and largely irreversible costs, both to the economy as a whole and to the state - and hence to the proportion of output diverted through taxation.

This is precisely the sort of change that has to be thought through and measured with extreme care to gauge its long-term consequences.

Beth Hammond and Nick Morris, of the Institute of Fiscal Studies, report the results of such a study in the latest issue of *Fiscal Studies*. Their object was to estimate the tax costs of equalizing the retirement ages of men and women. It was not, they discovered, an easy task.

Achieving equality by allowing men full social security pensions at 60 is the only case likely to cut the dole queues. Even then, allowing for existing unemployment, long-term sickness, unmeasured part-time working and self-employment, the numbers going out of work could easily be as low as 500,000. The IFS study estimates the gross cost to the Exchequer, with many caveats, at between £4.5 billion and £6 billion a year.

The net fiscal cost depends crucially on exactly how many of the jobs vacated by those who retire are filled, at the end of the chain, by those presently on the unemployment register. There is little reason to expect one-for-one replacement, unless you think that employers regard people as homogeneous.

The general conclusion of the IFS study is that "equalizing the pension age at 60, even with generous assumptions about the savings from replaced jobs, is expensive in terms of additional benefits and foregone taxes." Assuming 50 per cent replacement gives an annual net cost of about £1.6 billion, implying a cost of more than £6,000 per job per year. If the unemployed replaced three quarters of those who retired early, however, the net tax cost might be nothing at all. That might encourage modest experiments on other grounds, but hardly seems a wonder cure for unemployment.

instance, that reducing the supply of labour achieves nothing, since the present level of unemployment is the lowest compatible with low inflation and, if it were not, it would be better to raise demand to cut the dole queues. This may not be realistic when wages are rising so fast despite record unemployment. It is certainly true, however, that reducing the numbers wanting work in this way is a second-best solution to unemployment.

Even in the most favourable IFS case, there is little scope for the tax burden to fall, encouraging growth to accelerate the flow of new jobs. The logjam is still there. All that would have happened is that one group of poor people depending on income raised through taxation would have been replaced by another. Older people might think it better to give up their jobs for the young, but there is no obvious benefit to overall output - the central economic problem of unemployment.

Traditionally, a higher proportion of people have worked in Britain than elsewhere. As recently as 1970, only four of the 24 industrial countries in the Organization for Economic Co-operation and Development had a higher proportion of their 15 to 64 year olds in employment than Britain: Switzerland, Denmark, Sweden and (marginally) Japan. By 1984 a third of the total had more in work.

There is no virtue in needing more people to be in work to produce the same total output, just as there is, in principle, nothing harmful about relatively fewer people of working age producing the goods to be consumed by more long-lived retired people.

The crucial question is how the fruits of employment (as well as the burdens of unemployment) are distributed. It is one thing for the high-earning employed to support husbands, wives, parents or children. The burden is maximized when those who do not work depend on the state, requiring high marginal rates of taxation. That tends to sap incentives and economic growth just as the family - the direct alternative to taxation - provides sometimes uncomfortable incentives to earn more.

The accumulation of high personal savings directly in the hands of older people can provide a painless path to earlier retirement by choice. Relatively few have yet attained that. But, as the Scandinavian countries have discovered, the trend away from extended families to nuclear families to individualism, requires more rather than fewer people to be in paid work. Unless that is reversed, cutting the labour force means high taxation.

Graham Searjeant

### COMPANY NEWS

<p><b>RENAISSANCE ENERGY:</b> A £1.5 million share issue in a £25 million (£7.1 million) deal with a financial group brings the total new working capital raised by Renaissance, the Toronto-listed oil and gas producer, to £24.0 million during the last four months.</p> <p><b>NORTH BROKEN HILL HOLDINGS:</b> Results for the year to June 30 include a final dividend of 4.5p (£0.40 cents) (same), net profit was down to £10.3 million (£7.6 million) or 4.5p (£0.35 cents) per share to £40 (237) and earnings per share to 3.5p (£0.27).</p> <p><b>HASBRO:</b> Hasbro-Bradley UK, a subsidiary of Hasbro Inc, the US toy company, has acquired worldwide rights to the Sindy range of dolls from the Pedigree consortium, which itself acquired the rights from Tamwade earlier this year.</p>	<p><b>PADANG SENANG HOLDINGS:</b> Results for the half year to March 31 show earnings down to £244,928 (£213,620) and gross profit to £670,014 (£72,698). Pretax profit slipped to £32,591 (£39,635) and earnings per share were down to 0.34p (0.41p).</p> <p><b>ROBERT MOSS:</b> Following the recent acquisition of Robert Moss by Baxi, it joins its industrial division, Peter Gell becomes chairman of Robert Moss, while David Harris has been appointed managing director.</p> <p><b>BERADIN HOLDINGS:</b> The company is missing the dividend for the six months to March 31. Turnover slipped to £436,593 (£562,117), gross profit to £186,050, profit after tax to £67,437 (£156,419) and a 3.4p (2.0p) loss per share to 0.45p (1.11p).</p> <p><b>ASEA:</b> Svenska Steel has agreed an agreement in principle to acquire Surahmarns Bruks, the electrical steel manufacturer with annual sales of about SKr 500 million (£48.1 million), from Asea.</p>	<p><b>DAVID DIXON GROUP:</b> For the year ended March 29, with figures in £000, a final dividend (3.5p) making 5p (6p), turnover £2,297 (£5,886), gross profit £420 (£3,184), profit before tax £1,101 (£702), profit after tax £92 (£62), profit after 55.0 (62.0), earnings per share 52.1p (33.9p), full year diluted earnings per share 48.3p (30.9p). The recommended offer for Dixons by A and J Gelfer became unconditional on May 6 and on June 25, Gelfer was the subject of a recommended offer by John Crowther Group which became unconditional on July 31 and is now part of the Crowther Clothing Division.</p> <p><b>DEVELOPMENT BANK OF SINGAPORE:</b> The company has paid S\$10,789,000 (or S\$11,756 per share) for 6,150,000 shares in National Discount Company. The authorised capital of National Discount has been increased from S\$20,000,000 to S\$50,000,000 and the issued and paid-up capital from S\$13,000,000 to S\$25,000,000.</p>	<p><b>ARBUTHNOT GOVERNMENT SECURITIES TRUST:</b> A fourth interim dividend of 2.5p per share was declared today for the year ending August 31, it will be paid on October 15.</p> <p><b>SAMUEL HEATH:</b> The company will be paying a dividend of 30p (23p) on October 9 for the year to March 31. There is also a proposed 1 for 1 capitalisation issue. With figures in £000, turnover 5,576 (4,880), pretax profit 507 (325), tax 199 (109), earnings per share 98.5p (65.6p).</p> <p><b>SMITH WHITWORTH:</b> The company will be paying a final dividend of 1.25p (0.25p) for the year ending March 31 on November 21. Turnover was £3,189,003 (£4,234,650), loss before tax £68,174 (£100,129) profit tax £27,403 (£27,800), loss after tax £40,771 (£52,329) profit, loss per share 1.08p (1.50p) profit. The board has actively been looking at a number of acquisitions during the year with a view to diversifying its operating base.</p>
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### UNLISTED SECURITIES

Company	Price	Chg	Grds	Div	P/E	Company	Price	Chg	Grds	Div	P/E	Company	Price	Chg	Grds	Div	P/E
£	Fr		%	p		£	Fr		%	p		£	Fr		%	p	
6.657.000 A & M Co	115	+0.5	6.6	5.5	15.7	6.657.000 PCT	115	-0.5	4.8	4.3	12.5	6.657.000 PCT	115	-0.5	4.8	4.3	12.5
5.202.000 ATA Selection	26	-0.1	2.1	3.8	15.9	6.700.000 PCT	115	-0.5	4.8	4.3	12.5	6.700.000 PCT	115	-0.5	4.8	4.3	12.5
7.100.000 Aberdeen	26	-0.1	2.1	3.8	15.9	6.750.000 PCT	115	-0.5	4.8	4.3	12.5	6.750.000 PCT	115	-0.5	4.8	4.3	12.5
4.000.000 Aberdeen Ship	26	-0.1	2.1	3.8	15.9	6.800.000 PCT	115	-0.5	4.8	4.3	12.5	6.800.000 PCT	115	-0.5	4.8	4.3	12.5
11.5m Ar Col	210	-1.0	1.2	1.2	12.8	6.850.000 PCT	115	-0.5	4.8	4.3	12.5	6.850.000 PCT	115	-0.5	4.8	4.3	12.5
6.200.000 Ar Col	210	-1.0	1.2	1.2	12.8	6.900.000 PCT	115	-0.5	4.8	4.3	12.5	6.900.000 PCT	115	-0.5	4.8	4.3	12.5
30m Ar Col	210	-1.0	1.2	1.2	12.8	6.950.000 PCT	115	-0.5	4.8	4.3	12.5	6.950.000 PCT	115	-0.5	4.8	4.3	12.5
30m Ar Col	210	-1.0	1.2	1.2	12.8	7.000.000 PCT	115	-0.5	4.8	4.3	12.5	7.000.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.050.000 PCT	115	-0.5	4.8	4.3	12.5	7.050.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.100.000 PCT	115	-0.5	4.8	4.3	12.5	7.100.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.150.000 PCT	115	-0.5	4.8	4.3	12.5	7.150.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.200.000 PCT	115	-0.5	4.8	4.3	12.5	7.200.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.250.000 PCT	115	-0.5	4.8	4.3	12.5	7.250.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.300.000 PCT	115	-0.5	4.8	4.3	12.5	7.300.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.350.000 PCT	115	-0.5	4.8	4.3	12.5	7.350.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.400.000 PCT	115	-0.5	4.8	4.3	12.5	7.400.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.450.000 PCT	115	-0.5	4.8	4.3	12.5	7.450.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.500.000 PCT	115	-0.5	4.8	4.3	12.5	7.500.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.550.000 PCT	115	-0.5	4.8	4.3	12.5	7.550.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.600.000 PCT	115	-0.5	4.8	4.3	12.5	7.600.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.650.000 PCT	115	-0.5	4.8	4.3	12.5	7.650.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.700.000 PCT	115	-0.5	4.8	4.3	12.5	7.700.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.750.000 PCT	115	-0.5	4.8	4.3	12.5	7.750.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.800.000 PCT	115	-0.5	4.8	4.3	12.5	7.800.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.850.000 PCT	115	-0.5	4.8	4.3	12.5	7.850.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.900.000 PCT	115	-0.5	4.8	4.3	12.5	7.900.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	7.950.000 PCT	115	-0.5	4.8	4.3	12.5	7.950.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.000.000 PCT	115	-0.5	4.8	4.3	12.5	8.000.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.050.000 PCT	115	-0.5	4.8	4.3	12.5	8.050.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.100.000 PCT	115	-0.5	4.8	4.3	12.5	8.100.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.150.000 PCT	115	-0.5	4.8	4.3	12.5	8.150.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.200.000 PCT	115	-0.5	4.8	4.3	12.5	8.200.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.250.000 PCT	115	-0.5	4.8	4.3	12.5	8.250.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.300.000 PCT	115	-0.5	4.8	4.3	12.5	8.300.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.350.000 PCT	115	-0.5	4.8	4.3	12.5	8.350.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.400.000 PCT	115	-0.5	4.8	4.3	12.5	8.400.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.450.000 PCT	115	-0.5	4.8	4.3	12.5	8.450.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.500.000 PCT	115	-0.5	4.8	4.3	12.5	8.500.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.550.000 PCT	115	-0.5	4.8	4.3	12.5	8.550.000 PCT	115	-0.5	4.8	4.3	12.5
15m Ar Col	210	-1.0	1.2	1.2	12.8	8.600.000 PCT	115	-0.5	4.8	4.3	12.5	8.60					

STOCK EXCHANGE PRICES

Capitalization and week's change

(Current market price multiplied by the number of shares in issue for the stock quoted) ACCOUNT DAYS: Dealings begin today. Dealings end September 12. Settlement day September 22. Forward bargains are permitted on two previous business days.

Portfolio Gold - From your portfolio card check your eight share price movements. Add them to give you your overall total. Check this against the daily dividend figure published on this page...

Portfolio Gold - Daily Dividend £12,000. Claims required for +41 points. Claimants should ring 0254-53272.

Table with columns: No., Company, Group, Price, Change, High, Low, Dividend, Yield, P/E. Lists various companies like Cory (Harcos), Almonds, First Nat Finance, etc.

Table with columns: Capitalization, Company, Price, Change, High, Low, Dividend, Yield, P/E. Lists companies under categories like BREWERIES, BUILDINGS AND ROADS, CHEMICALS, PLASTICS, etc.

Table with columns: Capitalization, Company, Price, Change, High, Low, Dividend, Yield, P/E. Lists companies under categories like FINANCE AND LAND, FOODS, HOTELS AND CATERERS, etc.

Table with columns: Capitalization, Company, Price, Change, High, Low, Dividend, Yield, P/E. Lists companies under categories like E-K, INSURANCE, LEISURE, MINING, etc.

Table with columns: Capitalization, Company, Price, Change, High, Low, Dividend, Yield, P/E. Lists companies under categories like L-R, S-Z, OIL, etc.

Table with columns: Capitalization, Company, Price, Change, High, Low, Dividend, Yield, P/E. Lists companies under categories like OVERSEAS TRADERS, PAPER, PRINTING, ADVERT'G, etc.

Table with columns: Capitalization, Company, Price, Change, High, Low, Dividend, Yield, P/E. Lists companies under categories like PROPERTY, SHIPPING, MOTORS AND AIRCRAFT, etc.

Weekly Dividend - Please make a note of your daily totals for the weekly dividend of £8,000 on Saturday's newspaper.

BRITISH FUNDS - Table with columns: Stock, Price, Change, High, Low, Dividend, Yield, P/E.

SHORTS (Under Five Years) - Table with columns: Stock, Price, Change, High, Low, Dividend, Yield, P/E.

FIVE TO FIFTEEN YEARS - Table with columns: Stock, Price, Change, High, Low, Dividend, Yield, P/E.

OVER FIFTEEN YEARS - Table with columns: Stock, Price, Change, High, Low, Dividend, Yield, P/E.

UNDATED - Table with columns: Stock, Price, Change, High, Low, Dividend, Yield, P/E.

INDEX-LINKED - Table with columns: Stock, Price, Change, High, Low, Dividend, Yield, P/E.

BANKS DISCOUNT HP - Table with columns: Stock, Price, Change, High, Low, Dividend, Yield, P/E.

ELECTRICALS - Table with columns: Stock, Price, Change, High, Low, Dividend, Yield, P/E.

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# A rush to fill the air space

Farnborough International '86 opens at a difficult time for the world aerospace industry. Military budgets are being trimmed and the airlines are going through hard times. Nonetheless, the show's organizer, the Society of British Aerospace Companies (SBAC), confidently predicts that over the next 10 years world sales will total £450 billion.

There is certainly no lack of manufacturers beating a path to Farnborough. According to the SBAC, a record 600 companies, from as far away as Brazil and China, will be exhibiting over the next seven days (the show closes on Sunday, September 7). This compares with 530 at the last Farnborough show in 1984.

A further 200 companies had to be turned away this year for lack of space. This was in spite of the fact that the SBAC has built a fourth exhibition hall since the last show to give a total of 42,702 square metres of display space. It has also added 22 company hospitality chalets to make a total of 300, and has invested a further £1 million in services on the site.

Farnborough is a manufacturers' showcase and, as usual, industry trends will be apparent from a tour of the company stands and aircraft parks.

The three major Western aero-engine companies, Rolls-Royce, General Electric and Pratt and Whitney, will be displaying their latest thinking on the unducted fan. This is an engine for 150-seat airliners in which a jet drives an aerodynamically-efficient propeller to offer, the makers claim, reductions in operating costs of up to 40 per cent.

But the great debate behind the scenes at the show will be over whether the considerable investment required to perfect this development is worth it. Will unducted fans be too

noisy and vibrating? Will the travelling public accept a return to the days of propellers after becoming used to jets?

It is appropriate that the president of the SBAC at this Farnborough show is Ralph Robins, managing director of Rolls-Royce, and the first chairman of the British-US-West German-Italian-Japanese International Aero Engines consortium.

Developments in carbon fibres and other composite materials as a replacement for the traditional aviation metals will also feature large at the show. Composite materials are already included in the latest aircraft designs in both the civil and military sectors, holding out the promise of lighter weight.

Aviation electronics (avionics) offer a similar promise of reduced costs, plus more efficient and safer flying. The

groups behind these aircraft are in fierce competition for the 1,000-plus orders for new fighters available in Europe alone. The daily performances by the two aircraft in the flying display will be an excellent opportunity for professional observers to assess their potential.

The SBAC estimates there will be up to 50,000 invited visitors, ranging from government ministers to defence chiefs, from airline presidents to civil-aviation administrators, at the show during the trade days, which run until Thursday.

The final three days - Friday, Saturday and Sunday, are open days when up to 250,000 members of the public come in and help the show to break even financially with their entrance fees.

Few sales of new aircraft or equipment will be made at the show. Rather, the groundwork will be laid for future deals, both sales and partnerships - few manufacturers can afford to bear the growing costs of research, development and production on their own these days.

And when the show finishes and the exhibitors say their farewells until they meet at the next big air show, at Paris next summer, the SBAC will add up the cost, and begin to ooze to prepare for the next Farnborough show, in September 1988.

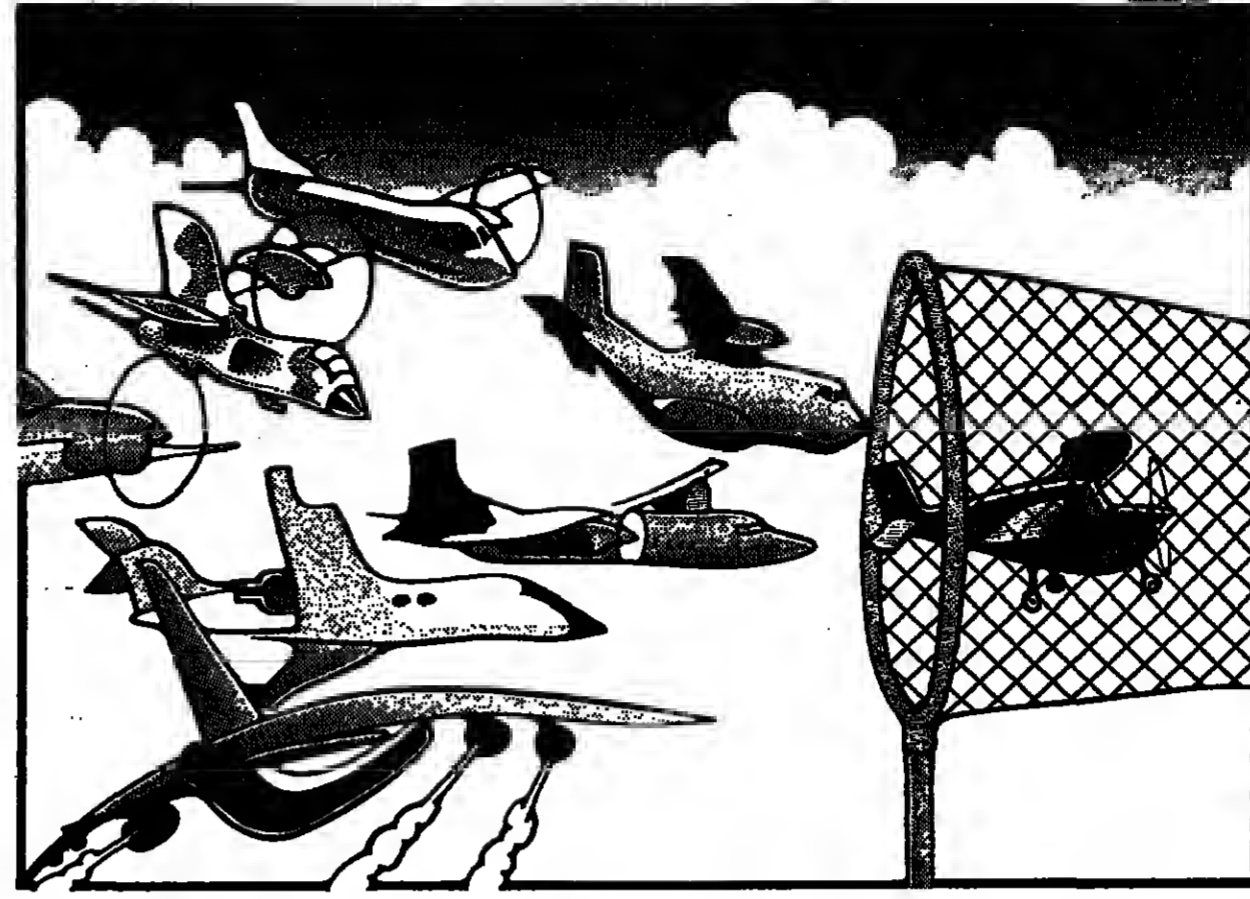
Arthur Reed

## Farnborough Air Show, where the world's aerospace industry opens its shop window, begins today. This seven-page report examines its prospects

galloping pace of microchip development is resulting in new aircraft being largely computer-controlled. Flight information is conveyed to the pilots in full colour on cathode ray screens, rather than on electro-mechanical dials.

And pilots are increasingly becoming cockpit managers, overseeing these advanced systems, which virtually do away with the need to be "seat-of-the-pants" fliers of old.

Encapsulating most of the new developments to be



## Why Britain stays in the top three

Despite considerable rationalization since the last Farnborough show two years ago, the British aerospace industry is still the world's third largest - behind the US and the Soviet Union.

Its three main aircraft-making companies, one engine company, and 300 companies producing a wide range of aviation equipment from rivets and microchips to parachutes, employ 200,000 and produce more than one per cent of Britain's gross domestic product.

To the past 10 years the industry has exported £25 billion worth of aerospace goods, and contributed £7 billion to Britain's balance of trade.

Employment in the industry does not follow the usual British geographical pattern, with most factories in the north of the country heavily loaded with work. British Aerospace (BAe) recently announced that it is to close its engineering and manufac-

turing facility at Weybridge, Surrey, with the loss of 2,500 jobs.

Aerospace still suffers from too many uneconomic sites dispersed around the country - the result of the mergers of many small manufacturing companies during the 1960s and 1970s. Rationalization is therefore likely to continue.

The industry continues to invest heavily to upgrade its plants and methods of work. Computer-aided design is now common. Numerically-controlled tools cut much of the metal, robots are fetching and carrying parts in some factories, and the industry is at the forefront of development in composite materials and in the super-plastic forming of metals.

Today the high cost of design, research, development and production, means there

are few truly all-British aircraft projects. Virtually every company in the industry has some sort of overseas partnership to help share the financial load and - it is hoped - to increase sales.

In the military sector, BAe has collaborated with companies in Britain, West Germany and Italy to produce the

Harrier vertical take-off fighter and the Hawk jet trainer, both original British designs, are being developed further in joint programmes between BAe and McDonnell Douglas of America. A severe blow to the development of the Hawk was the crash, shortly before the Farnborough show, of the series 200 single-seat fighter version. But the programme is to continue and BAe plans to have a replacement prototype flying at Farnborough 1988.

Britain's airborne early warning programme, based on the BAe Nimrod, is being re-drawn after the development of its radars and computers had badly overrun time and cost estimates. Several overseas companies are now bidding to take over all or part of the programme, and this could result in another aerospace partnership between British and overseas companies.

Short Brothers, the Belfast aerospace company, which

has long done manufacturing work for aerospace companies in Europe and America, is making the Brazilian Tucano jet-prop trainer under licence for the Royal Air Force.

Westland Helicopters has its well-publicized link with American helicopter company Sikorsky, and it may not be long before parts of Sikorsky machines are made at Yeovil. At the same time, Westland is well-advanced in a major programme with the Italian aerospace industry to produce a big three-engine transport helicopter, the EH101.

In the civil sector, the British industry has several smaller "home-grown" aircraft, even though it has had to look to foreign engines to power them. They include:

- the BAe 125 executive jet, over 600 of which have now been sold, a large proportion going to the highly-competitive American market;

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Ralph Robins, managing director of Rolls-Royce and president of the Society of British Aerospace Companies

## The industry is investing heavily to upgrade plants and methods of work

The industry continues to invest heavily to upgrade its plants and methods of work. Computer-aided design is now common. Numerically-controlled tools cut much of the metal, robots are fetching and carrying parts in some factories, and the industry is at the forefront of development in composite materials and in the super-plastic forming of metals.

Today the high cost of design, research, development and production, means there

Experimental Aircraft Programme (EAP) fighter, or Eurofighter, which will be jointly developed by these countries and Spain.

Organization of the Eurofighter programme will be based on the experience gained from the British-German-Italian programme for the Tornado bomber. Almost 800 have now been produced for the air forces of the partner countries, and there have been recent sales to the Royal Saudi Air Force.

Short Brothers, the Belfast aerospace company, which

Continued on next page

# WESTLAND

## Famous for its European Lynx. (And its European links.)

FRANCE - 40 ANGLO-FRENCH LYNX DELIVERED TO THE AERONAUTIQUE NAVALE

EH 101 - A NEW NAVAL HELICOPTER BEING DEVELOPED JOINTLY BY WESTLAND AND AGUSTA OF ITALY

BRITAIN - 128 ANGLO-FRENCH LYNX ORDERED FOR THE BRITISH ARMY

GAZELLE - FRANCO-BRITISH COMMUNICATIONS HELICOPTER IN WORLDWIDE CIVIL AND MILITARY SERVICE

WEST GERMANY - 79 ANGLO-FRENCH LYNX ORDERED FOR THE BUNDESMARINE

NETHERLANDS - 24 ANGLO-FRENCH LYNX DELIVERED TO THE KONINGSMARINE

Lynx is the name of one of the world's most successful helicopters. It's also the result of just one of Westland's highly successful international collaborative ventures.

Over the last nineteen years, Westland have worked with Aerospatiale of France to produce not only the Lynx, but also the Puma and the Gazelle. And that's just one of our international links.

We've been in partnership with Sikorsky, to take another example, since the Second World War. Out of that pool of expertise and experience have emerged such well-known names as Dragonfly, Wessex, Whirlwind and Sea King. And now we're working together more closely than ever to produce the new Black Hawk helicopter.

Agusta of Italy are another company with which

Westland have longstanding and strong ties. Now Westland and Agusta have joined forces to design and build NATO's major naval helicopter for the 1990s, the EH101.

Westland is working with companies in five European countries on two new helicopter projects, the NH90 and the Light Attack Helicopter. We're involved in advanced airborne technology and

hovercraft. And we're constantly working on new projects for the future.

We call it team technology. And it works.

## WESTLAND

### TEAM TECHNOLOGY

# 'Giveaway' planes flying out of Europe

Put virtually out of business at the end of the Second World War, the European aerospace industry took decades to rebuild. But this Farnborough show sees it recovered to the extent that it is a force to be seriously reckoned with in world aircraft, engine, space products, and equipment markets.

The industry has the full support of its various governments, which see it as a prime generator of technological skills. They have poured taxpayers' money into it, with the result that some products are offered at uneconomic prices, or are backed by "soft" loans. America alleges that this is the case with the airliners which are produced by the Airbus Industrie consortium, now taking around 30 per cent of the world market for wide-bodied airliners, a market that was once the preserve of American companies.

Airbus has countered the American claim by alleging that American civil aerospace products receive hidden government subsidies by way of payments for military research and development.

Whatever the truth of these accusations, there is no doubt that Airbus, and the European aerospace industry in general, is a technological force to be reckoned with today.

Two consortia have emerged as the central cores. Airbus Industrie, in which companies in France, West Germany, Britain and Spain are the main partners, with Holland and Belgium as associates, is one. The other is Panavia, formed between Britain, West Germany and Italy to produce the supersonic swing-wing Tornado.

Airbus in its early days to the late 1960s looked like the aerospace equivalent of the proverbial horse designed by committee — an assembly line in Toulouse, south-west France, to which parts of aircraft manufactured all over Europe would be sent by air, road and rail for fitting together. The partners spoke different languages and even used different forms of measurement.

The whole organization was to be overseen by politicians from the partner countries. But it worked. The painful

experiences of the British and French aerospace industries in working together to produce Concorde helped solve the problems which arose.

The first fruit of the Airbus consortium was the A300 Airbus, which, with 300 seats and only two engines, was of great interest to the airlines at a time when the cost of fuel was rising.

There followed the smaller A310 and a long-range version, the A310-300. The A300 has now developed into the A300-600, with a digitalized flight deck operated by two, rather than three crew, and the latest Airbus project, the 150-seat A320 airliner, is moving rapidly towards first flight.

## Collaboration is put to the test

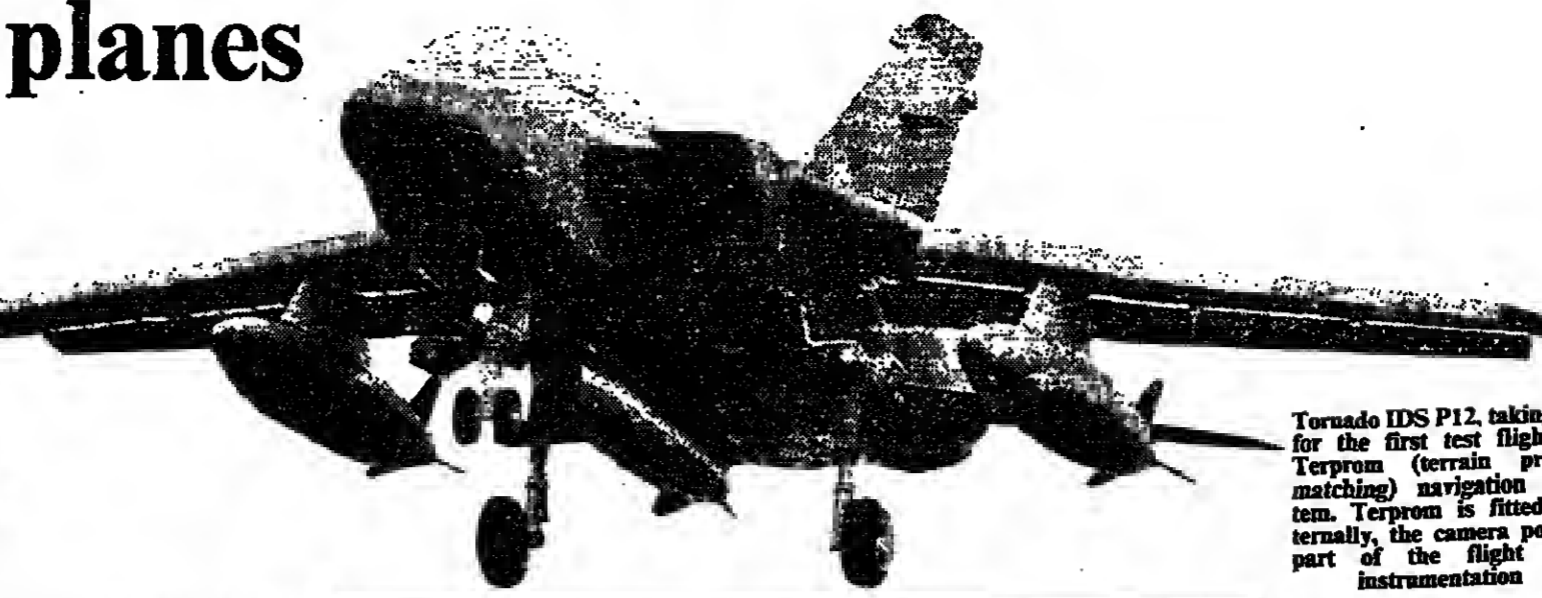
its capability can be judged by the fact that the A320 will be flown by a sidestick the size of a car gearlever, instead of the traditional control column.

The sidestick will convey pilot commands to a computer, which, having analyzed them — and which refuses to act on them if they put the aircraft in jeopardy — "tweaks" the moving surfaces.

Airbus already has some 250 orders for the A320, which is competing for sales with Boeing and McDonnell Douglas aircraft based on designs 20 years old, and with the projected Boeing 717, which could be powered by a new generation of propfan engines.

Airbus Industrie is anxious to expand its "family" of aircraft, and has on the design board the A330 and A340, two airliners using the same wing and fuselage design, but with the A330 having two engines, and the A340 four. Which eventually sells best will depend largely on the outcome of the controversy over whether airliners with only two engines should be allowed to fly over wide stretches of ocean.

The A330/A340 development programme will not cost less than \$2 billion, and Airbus is looking to the partner governments to guarantee



Tornado IDS P12, taking off for the first test flight of Terprom (terrain profile matching) navigation system. Terprom is fitted internally, the camera pod is part of the flight test instrumentation

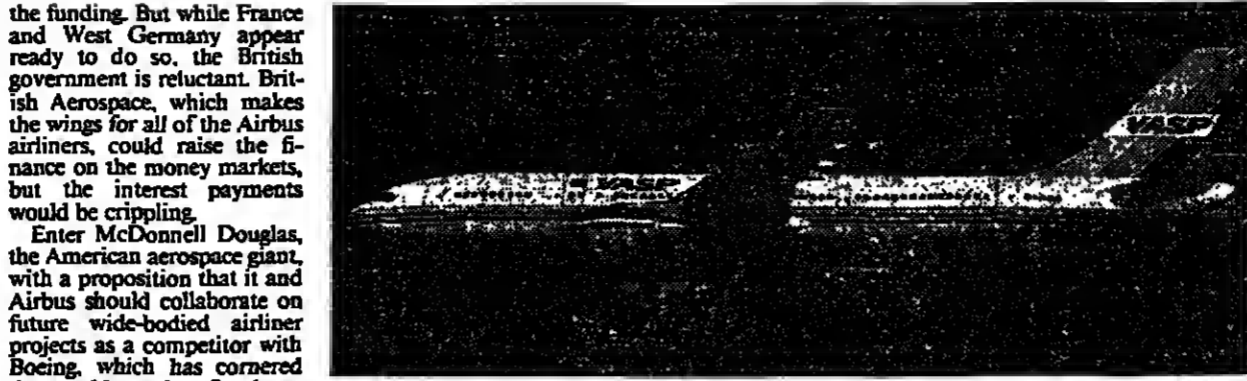
with the Italian aerospace industry in the development and production of the new ATR 42 commuter airliner, a 45-seater which recently went into service with several airlines, and which is to be enlarged into a 70-seater, the ATR 72.

The French national aero-engine company Snecma is in partnership with General Electric, of America, in the production of the CFM56 engine, which is aimed at providing power for the Airbus A330, and also at re-engineering older airliners like the Boeing 707 and the McDonnell Douglas DC-8 whose original engines can't meet the latest noise regulations.

West Germany, although deeply involved in partnerships, also has its own aerospace projects. These include, the Dornier 228 commuter airliner, which is to be made under licence by the aerospace industry of India, and an interesting project from the Caludius Dornier company for a modern flying boat, the Seastar. A prototype has been flying for several years.

At the Hanover air show earlier this summer, Messerschmitt-Bölkow-Blohm announced an agreement to

France also collaborates



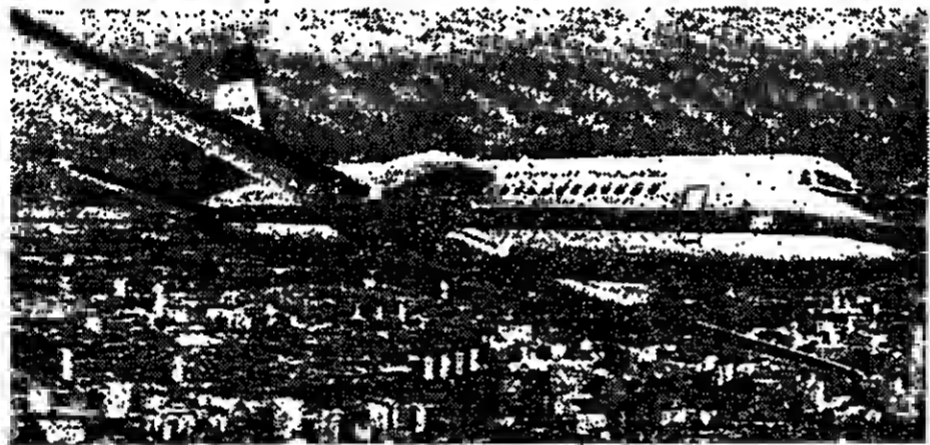
Airbus A300B2. Airbus Industrie (Europe): This product of the French, West German, British and Spanish Airbus consortium is a demonstrator for many of the advanced electronic systems which will go into future members of the Airbus "family" of airliners, notably the 150-seat A320, now in final assembly in Toulouse

the funding. But while France and West Germany appear ready to do so, the British government is reluctant. British Aerospace, which makes the wings for all of the Airbus airliners, could raise the finance on the money markets, but the interest payments would be crippling.

Enter McDonnell Douglas, the American aerospace giant, with a proposition that it and Airbus should collaborate on future wide-bodied airliner projects as a competitor with Boeing, which has cornered the world market for long-distance flying with its 747 jumbo.

McDonnell Douglas wants to take a stake in the A330, and use Airbus wing technology to develop its own MD-11 airliner, which has in turn developed from the DC-10.

The company would also like to see Airbus drop plans for its A340, which competes for sales with the MD-11. Airbus in its turn suggested McDonnell Douglas should drop its MD-11, join in the A330/A340 programme, and work together with Airbus on a long-range MD-11 for the future which would match the 747. The debate will continue when the senior executives from each side meet at the



Over-flying the Midlands: the British Aerospace ATP

Panavia Tornado, which is beginning to run down.

Early versions of the Eurofighter will be powered by a derivative of the RB199 engine which powers the Tornado, but later it will have a new design of engine and this, like the RB199, will be a joint European project.

While participating in several partnership projects, France, more than any other European nation, has at the same time worked on a stream of its own aerospace projects. The best known of these is the

family of Mirage fighters and bombers from the factories of Dassault-Breguet, culminating in the Rafale fighter demonstrator, which will be making its debut at this Farnborough show.

The makers of the Rafale are also looking for fighter orders from countries both in Europe and further afield, and the aircraft can be seen as being in direct competition for sales with the British-German-Italian-Spanish Eurofighter.

France also collaborates

work with the Chinese aerospace industry on a 60-80-seat airliner to be called the MPC 75. At the same show the West German engine company MTU showed a model of a turbofan designated CRISP — counter-rotating integrated propfan — which, it claimed, would give up to 21 per cent better fuel consumption than the current generation of turbofan engines.

Sweden has embarked on an ambitious programme to design, develop and produce without the benefit of partnerships the JAS 39 Gripen, an advanced fighter for its own air force, and possibly for export. This will replace the Swedish Viggen fighter by 1990, and 30 per cent of it will be made from composite materials.

Sweden's other big aircraft project is the Saab 340 commuter airliner, originally a joint programme with Fairchild, but from which the American company has now withdrawn. Saab has taken over the entire production, and has erected a big assembly hall at its Linköping works to accommodate the sections which were originally made by Fairchild.

## A US-Europe link appears possible

is involved in several collaborative projects. Aeritalia is a 15 per cent partner in the Tornado bomber, making the outer wings and assembling aircraft for the Italian Air Force, and will be a partner in the Eurofighter programme.

The company also works with Embraer, of Brazil, in the development of an attack aircraft, the AM-X, and with Aerospaciale, of France, on the ATR 42 commuter airliner. Augusta produces a range of helicopters, the most significant being the EH.101, which it is developing with the British company, Westland.

Italy's indigenous aircraft include the Aeritalia G222 military transport, which flew in 1970, and has been developed for various contemporary uses, including airborne early warning and marine oil spill control, and the Aeromacchi BM 339A jet trainer and light-attack aircraft, which dates back to 1976, but which continues to be updated.

Holland is another small country with an important aerospace industry. Fokker has a lengthy history, but is looking ahead to the next century with the development of two new airliners, the 50-seater Fokker 50 turboprop, and the 100-seater Fokker 100 jet.

The 50 is already flying, and will be at Farnborough this year. The 100, with orders from Swissair, KLM and USAir, is in final assembly at the company's Schiphol factory. Spain's capability as an aerospace country is increasing through its membership of the Airbus consortium, and also as a result of the partnership it has with Indonesia to make the CN-235 transport.

A technology transfer of a different kind is that between Britain and Romania in which the latter is making the BAC-111 airliner in its factories, and marketing it under the name Rombac 1-11. Rolls-Royce Sneyces engines to power the Rombac 1-11 are also made under licence in Romania.

# British aerospace still at the top of the league

From previous page  
● the Jetstream 31 18-seat commuter airliner, with over 100 sales;

● the Short Brothers 330 and 360 airliners, with 30 and 36 seats, respectively.

The last of the bigger all-British airliners, the BAe 748 with Rolls-Royce Dart turbo-prop engines, has just gone out of production at BAe's Manchester factories after a 28-year run.

It has been succeeded by the larger (64 seats, compared with 45) advanced turboprop (ATP) which made its maiden

flight in early August. The ATP is a BAe design — the company is investing £170 million in its development — but the engines come from North America.

Next in scale in the BAe "family" of civil airliners is the 146, marketed in three passenger versions, with between 80 and 120 seats, and a new freighter version, to be shown for the first time at this Farnborough show. At the same time, BAe has recently signed an agreement with Lockheed under which the American company will plan further freighter developments for the aircraft.

The 146 is, once again, an all-British design, but its engines and wings are made in America, while the entire tail assembly comes from the factories of Saab in Sweden. Sales of the aircraft are now picking up as airlines with routes to environmentally-conscious areas of America appreciate its quietness of operation — in spite of being powered by four jet engines.

The British aerospace industry is strongly connected with the European industry through the Airbus Industrie consortium, for which it supplies the wings. The consortium is discussed in detail in the article on the European aircraft industry (see above).

Rolls-Royce, Britain's only remaining jet engine manufacturer, is also in the partnership business through its membership of the International Aero Engines consortium, with West Germany, America and Japan, making the V2500 engine for 150-seater airliners, and through a reciprocal deal with the American manufacturer General Electric, under which each company makes parts for the other.

This is not to say that Rolls does not have a range of indigenous engines as well. Its

latest project, the Tay, is an in-house development, and is selling well into the Fokker 100 airliner, the American Gulfstream IV executive jet, and into re-engineered versions of the BAC 1-11 airliner.

All this indicates what a cross-border, highly-internationalized business aerospace is today — although this technological collaboration between aircraft companies from different countries does not prevent them fighting fiercely for sales.

And there are, still, some smaller projects which have not had to search for partners.

These include the ARV Super 2, a light aircraft being developed on the Isle of Wight by Richard Nohle, holder of the world land speed record in his Thrust II car, and three aircraft produced by a company headed by Desmond Norman, including the Firecracker trainer.

Other small projects include the Fieldmaster crop-sprayer, and the remarkable Edgley Optica which, with its bulbous, all-round-view cockpit, is on offer to police forces as a surveillance aircraft at a fraction of the initial and operating costs of a helicopter.

AR

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**AUCTION - "All No Reserve" ANTIQUE AIRCRAFT**  
Glider Field, Boise, Idaho  
Sat., Sept. 20, 1986 - 10:00 AM

1914 AVRO 504K N-12321  
WWI Machine Gun & Bomb

40 Aircraft & Gliders • Restored & Unrestored  
150 Props • Library • 1,000's of Plans & Engines  
Free Color Brochure - \$4.00-\$5.00  
Adv. \$3, Buyer's Fee \$40  
PITTSBURGH INTERNATIONAL  
Dean V. Klein, Auctioneer  
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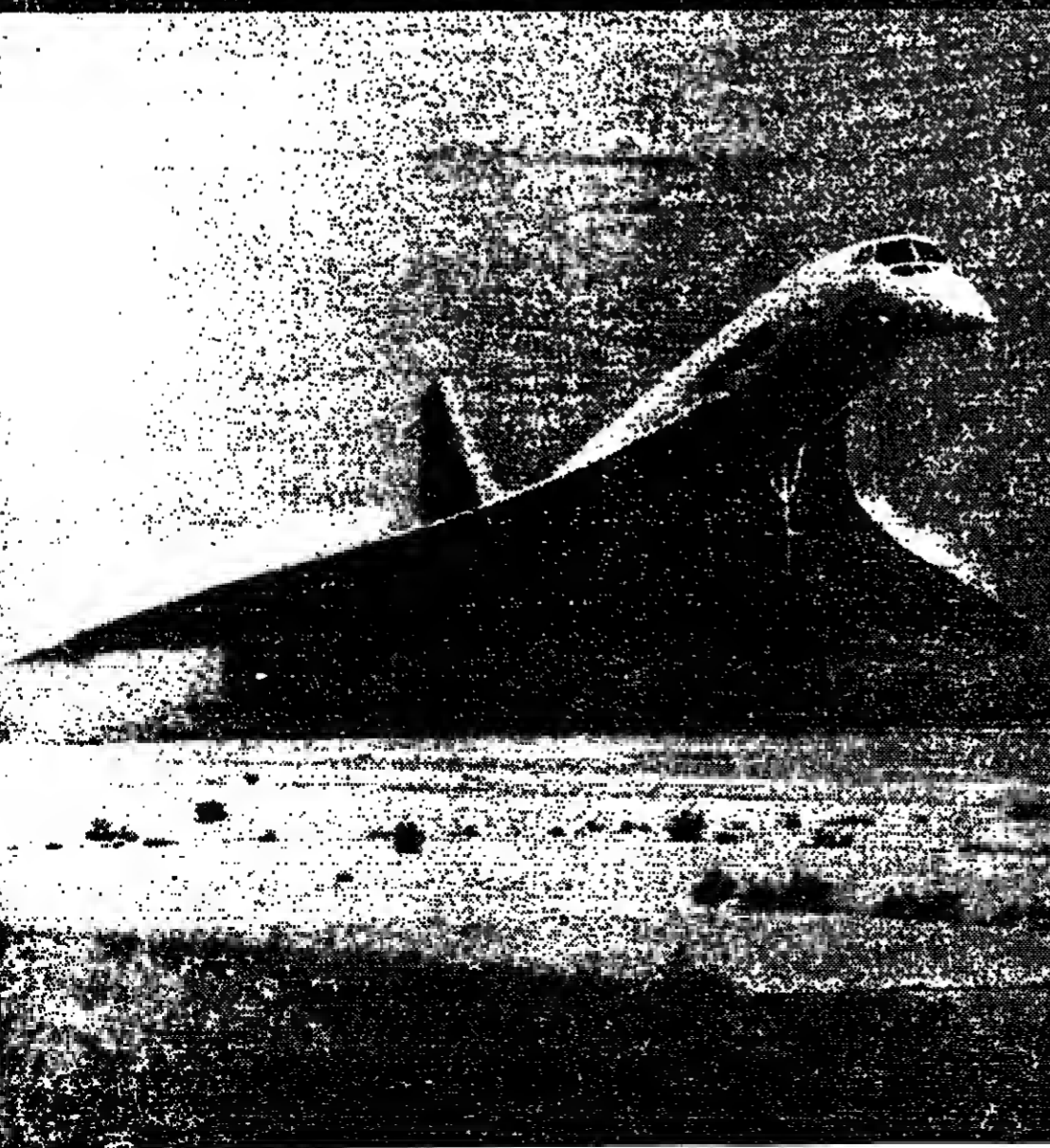
# 10 years old, and still 20 years ahead

At Aerospaciale, addressing the exciting aerospace challenges of tomorrow means capitalizing on the daring and innovative technologies we pioneered with Concorde. Projects like Hermes, for example. When it enters service in 1995, Europe's Spaceplane will be the direct beneficiary of more than three decades of commitment to advanced aeronautical research and design.

Not to mention Concorde's outstanding track record of in-flight performance and reliability. But at Aerospaciale, continuity means looking further than just a decade ahead. That's why we're hard at work on Concorde's successor — a hypersonic transport that will dramatically change the way people travel, as early as the year 2000.

In cooperation with British Aerospace.

That's special, that's aerospaciale.



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# Still high sales despite the air pirates

Despite the recent murderous activities of roving terrorists and some spectacular crashes, there is considerable confidence in the United States aircraft industry that underlying growth in demand for its products is healthy.

The mighty Boeing said in its 1988 message to stockholders: "The implications of an unusually high number of airplane accidents during 1985 will prove to be an anomaly in an otherwise superb record of safety in commercial air transportation."

"Commitment to maintaining quality in design and manufacturing continues to receive the highest priority throughout the company."

And McDonnell Douglas, the No 2 of the western world's civil aircraft makers, said: "Commercial aircraft manufacturers generally had a good year in 1985—the best in fact since 1979. Backed by strong traffic growth and rising earnings, the world's airlines placed firm orders for 524 airliners, a substantial increase over the 395 ordered the previous year and more than double 1983's total of 195."

Lockheed, which ran into severe financial difficulties in the 1970s has recovered remarkably and this year expects to exceed last year's net earnings of \$401 million. The corporation retreated from the civil market after production of the TriStar and now concentrates on the defence sector.

Lockheed expects to be debt-free in 1987-88. At the end of the first half of this

year, its total debt had reduced to \$329 million from \$633 million a year earlier.

Boeing last year reported a firm order backlog covering both civil and military aircraft of \$24.76 billion, up by \$3.2 billion on the previous year, of which commercial planes accounted for 75 per cent. Sales this year are forecast to be about \$15.5 billion against \$10.4 billion in 1984.

McDonnell Douglas's sales last year rose from \$9.7 billion in 1984 to \$11.5 billion, of which — in a reverse situation to Boeing — more than half was from combat aircraft.

In the short term, the commercial aircraft market remains uncertain on the international front because of continuing fears of hijacking, and the impact of the Chernobyl nuclear power station disaster in Russia.

## New tour markets are opening up

International Air Transport Association (IATA) airlines last year made a profit of \$600 million but this could deteriorate into a \$100 million loss this year, with consequent rethinking by airlines of their future aircraft orders.

In North America, however, prospects for high sales figures are bright. In the first three months of this year, airlines flew 20.8 per cent more seat-miles than a year earlier, compared with only 6.1 per cent more by European airlines. In the long run, with leisure overtaking business travel, new tourist markets are being opened up and people

are flying longer distances.

The US plane makers are also bullish because of the ageing nature of the world airliner fleet.

Many programmes are now 20 years old or more; these include the British Aerospace 1-11, Douglas DC-9 and DC-8, Boeing 707, 720, 727-100, and the Caravelle and Trident.

The American industry is expecting that in the decade to 1994 there will be demand for 4,000 commercial aircraft, of which 1,700 will be ordered by US airlines.

Biggest growth is expected in the short range sector. US carriers are estimated to need 1,270 aircraft in the 120-180 seater class.

In all sectors, Boeing and McDonnell Douglas will have new or improved versions of existing airlines to offer. In the 120-seat class, Boeing has its 737-300, currently the company's best seller, but it is in the 150-seat market that some of the biggest sales battles are expected.

Here, Boeing will be offer-

ing its prop-fan driven 717, which has a considerable Japanese input, due in service in the early 1990s. The aircraft which Boeing claims will offer up to 40 per cent reduction in fuel burn per seat, is to form the basis of a new range of airliners, both smaller and larger than the original. The 717 will be competition for the Airbus Industries A-320, and McDonnell Douglas MD-80.

Boeing is confident that it will fight off Airbus in the short-medium range class with its 757 and 767 aircraft while in the long haul market there is still nothing to match the 747 jumbo jet.

McDonnell Douglas's latest new venture is the MD-11, an advanced technology derivative of the DC-10 for use on long, "thin" routes, and it is also working with partners in Italy, China and Sweden to build a 110-seat airliner for the 1990s powered by ultra-high-bypass (UHB) engines which could save up to 50 per cent of the fuel consumed by current 150-seat jets.

Much attention is being

focused on the military side of the aerospace industry in the US and in collaboration deals with the British.

Boeing recently put forward proposals to the Ministry of Defence to sell its AWAC system to the RAF, with Lockheed teaming up with the GEC.

## Hybrid plane with swivel engines

On the helicopter front, Boeing is at an advanced stage in developing its V-22 Osprey tilt-rotor aircraft, a hybrid plane fitted with swivelling turbo-prop engines. Almost 1,000 are to be built. Meanwhile, Boeing Vertol and Sikorsky are to develop jointly the US Army's new LXCH family of light helicopter which will replace the 7,000 now in service.

McDonnell Douglas, which produces the F-15 Eagle — "the world's most formidable air superiority fighter", says the company — is collaborating with BAE on production of 328 AV-8B Harrier II jump

jets for the US Marine Corps, and on the T-45 Goshawk, a modified Hawk trainer.

Few all-new combat aircraft are expected to be ordered in the near future and competition will be intense. McDonnell Douglas says: "The winners will find themselves with orders involving tens of billions of dollars and production lines likely to continue for decades. The losers, because of the scarcity of new programs, will find it more difficult than ever to recoup."

"Competition will be fierce and multi-faceted. The ranks of companies attempting to win programs will not be limited to the small number of companies that are today, like MDC, prime contractors on major combat aircraft programs. Any company with large-scale aerospace capabilities and willingness to invest heavily can become a credible competitor."

Edward Townsend  
Industrial Correspondent

Executive flying: the Gulfstream GIV (United States), left, powered by the newly developed Rolls-Royce Tay engine. Above, Lockheed's SR-71 Blackbird spy plane. Below, the US Robinson R22 Beta lightweight helicopter, widely used in North America for pilot training and police work. It was originally designed to be as cheap to buy and operate as small fixed-wing aircraft

# Westland gets off the ground

The helicopter sector of the world aerospace industry will be well represented at this Farnborough show, with machines from America, France, Italy and West Germany on display, plus a big contingent from Britain's only helicopter manufacturer, Westland.

Westland's much-publicized linking earlier this year with the American helicopter giant Sikorsky will be apparent in the appearance of a Sikorsky S-70C equipped not with its usual US General Electric engines, but with Rolls-Royce RTM322s.

This aircraft is a testbed for the Rolls engine which Sikorsky hopes will make the S-70, in its military Black Hawk version, acceptable to the British armed forces.

Eventually, Sikorsky hopes to build specialized versions of the Black Hawk at Westland's factory in Yeovil, Somerset.

The trend among the helicopters on show is towards safer, less noisy travel, with engines that are becoming more reliable, composite materials used in the construction of fuselages and rotor blades, and with modern electronics taking much of the labour off the pilot. Military helicopters are being made to be more resistant to battle damage, and to carry a range of increasingly-lethal missiles for use against tanks.

As a result, sales are buoyant, although the manufacturers are concerned at the continuing slump in oil and gas exploration, in which helicopters have played an im-

portant role.

Ironically, two of the most important developments in helicopters will not be represented in the aircraft on display, although they could be ready for the next Farnborough show in two years' time.

These are the concepts of the X-wing and the tilt rotor, both of which are well advanced towards being proved in flight.

The X-wing is being developed by Sikorsky, and is so named because the rotor on top of the helicopter is "parked" once the aircraft has taken off vertically and provides the lift for forward flight while conventional jet engines take over. The process is reversed for landing.

The tilt rotor is being developed jointly by Bell Textron and Boeing Vertol, also in America. The principle here is that rotors are slanted on each wing tip of an aircraft, and after they have lifted the aircraft vertically from the ground, they swivel through 90 degrees to propel it forward.

Both of these hybrid vehicles will be able to overcome the speed barrier of around 200 mph which has limited the development of the helicopter in the past. If they succeed technically, they could revolutionize the helicopter business, opening up new possibilities for city-centre to city-centre travel, and for operations on, or near, the battlefield.

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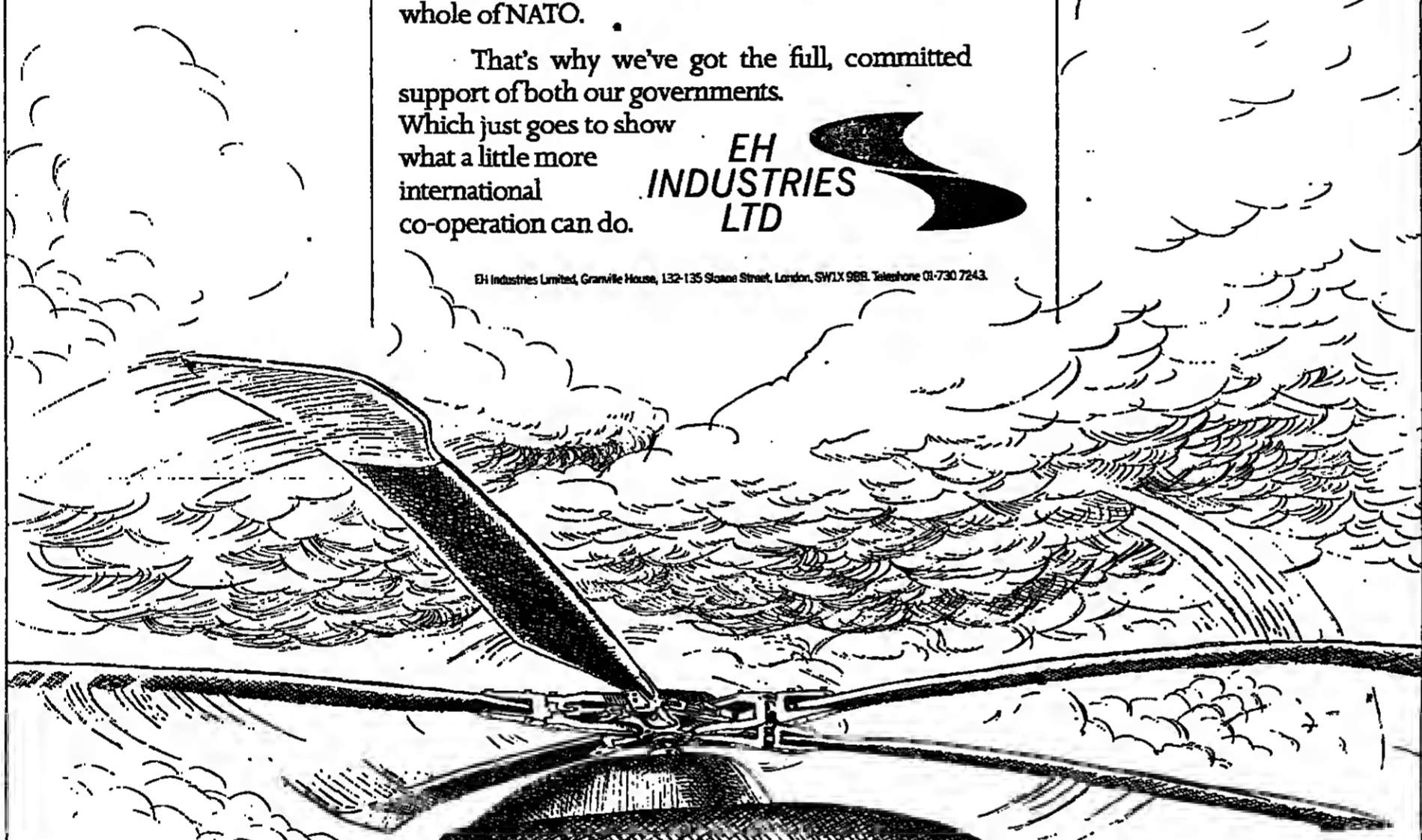
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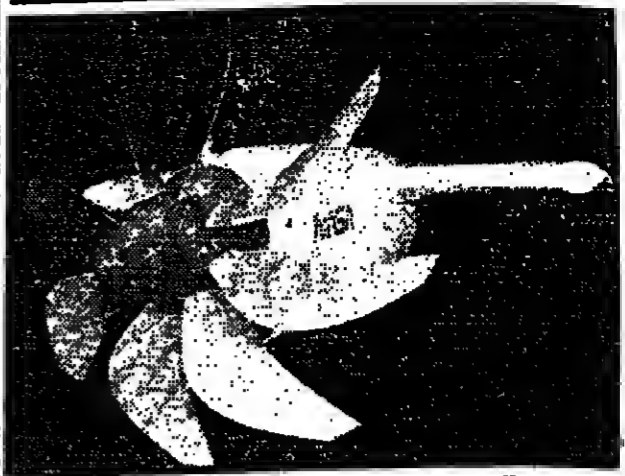


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EUROPEAN HELICOPTER INDUSTRIES

WORLD AEROSPACE/4



The propfan engine: back to the propeller

## How Rolls won the big prize

Rolls-Royce, Britain's soon-to-be-privatized aero engine company, pulled off the big deal recently — the much sought-after £600 million order to power the first 16 of British Airways' next fleet of Boeing 747 jumbo jets.

Despite some carping from the opposition that the airline had been pressured into buying British against its better judgement, there was no evidence to suggest that Lord King, the BA chairman, had received any instruction or even covert "advice" to show preference to Rolls-Royce.

On the contrary, what apparently clinched the deal was the financial package that Rolls managed to put together by convincing a consortium of international banks not only to put up the money for the entire aircraft and engines sale but to agree to a complex revolving credit.

The outcome is that BA will lease the aircraft and will not have to borrow any money.

In the aero engine business, therefore, there is a new concentration upon financing packages on the one hand and investment-spreading collaboration on the other.

Throughout the industry there is a bewildering picture of cross-fertilization: Rolls is teamed with General Electric

Pratt & Whitney, the subsidiary of United Technologies, the seventh largest manufacturing company in the US, which made a late bid for the BA order.

It was P&W that recently won the other big order for engines to power the next generation of jumbos. Singapore International Airlines have ordered 14 of the 747-400s plus four more Airbus A-310s in a total deal worth about £2.6 billion.

The other sector in which the engine manufacturers are battling for increased share is that of the "big twin" aeroplanes — the new generation of Boeings, 737 and 767, the Airbus Industrie stable of A-300, A-310 and A-320, and the McDonnell Douglas MD89.

Here again the engine scene is complicated, with Rolls-Royce and Pratt & Whitney in partnership in the five-nation International Aero Engines consortium which is producing a new fuel-efficient wide fan engine, the V2500, especially for 150-seater airliners such as the A320 and MD89 and at its lower thrust level of 23,500 lb at Boeing 737 derivatives. Pratt and Rolls each have a 30 per cent share in IAE.

On the military front, which presents the larger amount of the engine makers' business, orders for power units for combat aircraft are expected to be worth \$67 billion in the 15 years to 1999. Rolls has a major stake in this market with its RB199, the engine that powers the Tomado, and the Pegasus, which is installed in the Harrier.

Back in the civil market, competition is hotting up to be first with a new technology prop-fan engine, which will mark a return of the propeller driven airliner probably within the next decade. Propfans, unlike the four-bladed propellers of the past, have 12 blades shaped like a ship's screw and it is claimed are quieter, subject to less vibration and have much reduced fuel consumption.

All the major engine companies are committing big sums into initial development of propfans, and the concept received a boost earlier this year when Boeing revealed its plans for a 500-seat airliner, the 747-500, with a 7,500 mile range and equipped with pro-fan engines.

Boeing is already planning to use prop-fans on its proposed 717 — the J indicates major Japanese involvement — a 150-seat airliner due early in 1992 which will provide competition for the A320.

### The picture is bewildering

of the US in a deal which gives each partner a 25 per cent share of the other's work on big wide fan engines. Thus Rolls has a stake in the success of the GE 80C, the engine which has also provided the chief competition in the battle for the BA order.

Ironically, Rolls stood to gain £165 million had the GE engine won BA's favours, and there are those in the City of London who would claim that by spreading its interests more widely, Rolls would attract more investors when it is floated on the stock market next year.

It was the huge investment cost associated with the original development of the RB211 engine — the derivative of which has now been chosen by BA — that caused the spectacular collapse of Rolls-Royce in the early 1970s. When Rolls comes to the market, probably next May, it will have to convince potential investors that it is no longer reliant on a single product.

Despite some claims that the BA deal would sour relations with GE, it is clear that both companies need each other against the might of

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# Will this giant be on show?

Since Farnborough 84, the first ever SBAC show attended by Russian aircraft, the mighty Soviet aerospace industry has given the world three big surprises. The most recent is the MiG-29 Fulcrum superfighter, which earlier this summer presented itself openly to western eyes and cameras instead of covertly to American spy satellites.

The chances of a Fulcrum aerobatic team at Farnborough, or even of a single specimen, are remote although not entirely ruled out. A Soviet Air Force team of four suddenly visited a Finnish military base in July, providing western experts with long-awaited fine detail instead of coarse deduction from blurred reconnaissance photographs.

Fulcrum (a Nato codename) contains apparently not un-surprisingly advanced fighter technology, as did the MiG-25 Foxbat when it appeared in Soviet Air Force squadron service a decade and a half ago. It is in fact of MiG-25 configuration, including the twin fins made fashionable by Foxbat, except that the engine intakes are in the "mouth" rather than "ears" position.

The intakes deepen rather than diminish the mystery. Nothing quite like them has been seen before. Various theories have been advanced. But first the other two surprises, both revealed at the Paris air show in June last year: the Soviet Union's biggest aircraft, the Antonov An-124 Ruslan jet transport, and

its aero-engine industry's biggest turbofan, the 25-tonne thrust Lotarev D-18T.

The big Antonov has been seen, as Fulcrum had, by intelligence satellites, and had been codenamed An-400 Condor. Nobody was sure, until its sensational appearance at Paris 85, that this giant Russian equivalent of the US Lockheed C-5 Galaxy was powered by high-bypass turbofans.

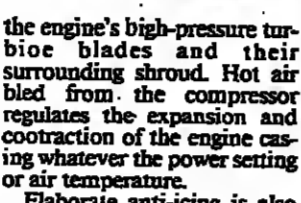
One of the great mysteries about Soviet aerospace technology had been its failure to produce a big-fan jet engine. The US and British industries bench-ran such engines almost 20 years ago, and today the international airlines are flying about 6,000 US General Electric CG-6s, Pratt & Whitney JT9Ds and Rolls-Royce

## The Lotarev was keenly examined

RB211s. Now at last the Russians have an engine in this class and are using it to power the giant Antonov transport.

An example of the Lotarev D-18T appeared in the USSR pavilion at Paris, and was keenly examined by western engine men. Probably a three-shafted, it appears to have so-called active clearance control, an advanced feature of the latest versions of the big western turbofans.

Active clearance-control aids efficiency and fuel economy by automatically minimizing the gap between



the engine's high-pressure turbine blades and their surrounding shroud. Hot air bled from the compressor regulates the expansion and contraction of the engine casing whatever the power setting or air temperature.

Elaborate anti-icing is also evident, as one would expect from designers with so much experience of Siberian winters.

Otherwise the D-18T seems to be of comparable technology externally, with no mysteries or magic. We cannot tell what level of "hot-end" technology the Russians have attained, because of course the turbine blades and combustion chambers are hidden from view.

It is conceivable that the Aviaexport exhibitor at Farnborough will reveal such components: if they do, western propulsion engineers will look closely for any new ideas

in hollow-blade fabrication, materials and grain structure. But because turbine-blade metallurgy is a critically important area in military as well as civil engine performance, it will probably remain closed to western eyes.

The new Russian engine is in the same thrust class as the bigger versions of the west's CF-6 and JT9D and RB211—about 55,000lb. The bypass ratio, the proportions of air propelled by the fan outside and inside the engine, appears to be higher than the five to one typical of the US and British 25-tonners, but early

official data suggest that it is about the same.

This means, since the fan is of bigger diameter, that propulsive efficiency may not be as high. This "cold end" of big turbofan technology is very difficult and competitive: the three western masters are continually refining their fans to produce more thrust and reliability for less weight and noise and vibration.

For example, the latest RB211-535 and the IAE V.2500 have fan blades which are not clipped together or "snubbed", greatly improving efficiency.

The Antonov An-124 (Soviet Union) above caused a stir at the Paris show last summer. At left is the engine's high-pressure turbine blades and their surrounding shroud. Hot air bled from the compressor regulates the expansion and contraction of the engine casing whatever the power setting or air temperature.

ago. It gives the Russians the power to develop big transport aircraft for civil and military service.

The first application, the four-engine Antonov An-124 Ruslan, may turn up at Farnborough 86, inspiring awe as did the world's biggest helicopter, the Mil-26, and the Il-86 wide-body Aeroflot airliner, which in 1984 were the first Soviet aircraft to visit a Farnborough show. The big Antonov, like the Mil-26, is a good advertisement for a notable Russian asset: size does not intimidate.

The most curious feature of the Ruslan is the low-set tailplane, which looks as though it must be affected by downwash from the main wing, especially at slow speeds when the air flow is most turbulent.

The main wing itself is set lower than that on the Lockheed Galaxy; this may smooth flow throughout the speed range.

But if the big Russian does drop in, will the Antonov aerodynamicists have changed the set of the tailplane?

No doubt many American and European fighter designers at Farnborough will be wanting to solve the mystery of the Fulcrum's extraordinary engine intakes.

Like those of the new British fighter prototype, EAP, the MiG-29's intakes are under the fuselage behind the nose undercarriage. Unlike the EAP, and unlike any other aircraft, the new MiG has supplementary intakes on the upper surface of the wing.

We can see from the photographs taken in Finland that the main intakes are shut during take-off and landing and taxi-ing. This means that the engines are then breathing through the slots or "venetian-

blind" intakes on top of the wings. But why has the MiGoyan design office gone to such trouble?

These supplementary intakes must be complicated engineering works, requiring actuators and electrical controls and greatly diminishing the fighter's capacity for fuel.

Two theories have been advanced to explain this mystery, neither entirely eliminating western worries that the new Soviet fighter has a combat counter-measure which must be countered.

The first theory is almost laughably improbable: the main intakes are closed on the ground because the nose wheels might throw stones or tyre debris into the engines and damage them.

Thus, on the ground, the big twin Tumansky turbofans draw their air from the venetian blinds on the upper wing; once airborne these blinds close and the main intakes open. But would it not be easier to reposition the nose undercarriage—or even to fit the wheels with mudguards? Soviet aircraft designers are hardly so stupid, as we well know from their formidable dynasties of MiGs and Sukhoi fighters.

The other theory is that the main intakes are closed so that when approaching enemy radar, the Fulcrum's fans—highly radar-deflective on any aircraft—are rendered "stealthy", to use the new defence term. But this theory falls down because the Soviet aerodynamicists cannot have overcome the law of nature which makes wing surface intakes ineffective at forward speeds faster than take-off.

J. M. Ramsden  
Editor-in-Chief,  
Flight International

# The rise and fall of world airline traffic

World airlines had hoped for good financial results this summer, but fears of terrorist attacks in Europe, and the disaster at Chernobyl have deflated those hopes.

Traffic across the North Atlantic—the most important of all the world air routes in financial terms—is recovering, but the International Air Transport Association (IATA) expects the industry to do no more than break even in 1986.

Precautions against terrorism, particularly at European airports, have further hit the industry. They have delayed flights, as bags are identified

and searched, and increased security costs.

But airlines have gained this year from the fall in oil prices—although the recent rises in the cost of crude could cancel some of that and push up fares and freight rates before the end of the year.

The IATA is still fearful that the marginal profits the industry has made in recent years will prevent it from investing to the extent that it should in the new generation of efficient airliners which are emerging from the manufacturers.

Some major airlines have, in fact, started leasing aircraft, rather than buying,



and this is a trend which will rise.

Boeing estimates that the airlines will need an average of \$13.6 billion worth of new aircraft a year through the 1990s to match growth in

business and to replace outdated machines.

The Airbus Industrie consortium's forecast is that world passenger traffic by 2006 will be three times higher than today, but will be limited

by congestion at airports and in air traffic control.

One of the main topics of discussion among airline executives at this Farnborough show will be the pace of deregulation, and its effect on

their businesses. In America, a more liberal attitude towards licensing has resulted in cheaper fares, a proliferation of smaller airlines, but amalgamations among the larger carriers.

Progress towards liberalization in Europe has been slower, although the routes between Britain and Holland have been opened to new airlines, and fares have fallen. The EEC is now ready to take legal action against airlines it suspects of operating cartels.

The airlines have two further pressures on them. One is from severe noise regulations, which are forcing them to

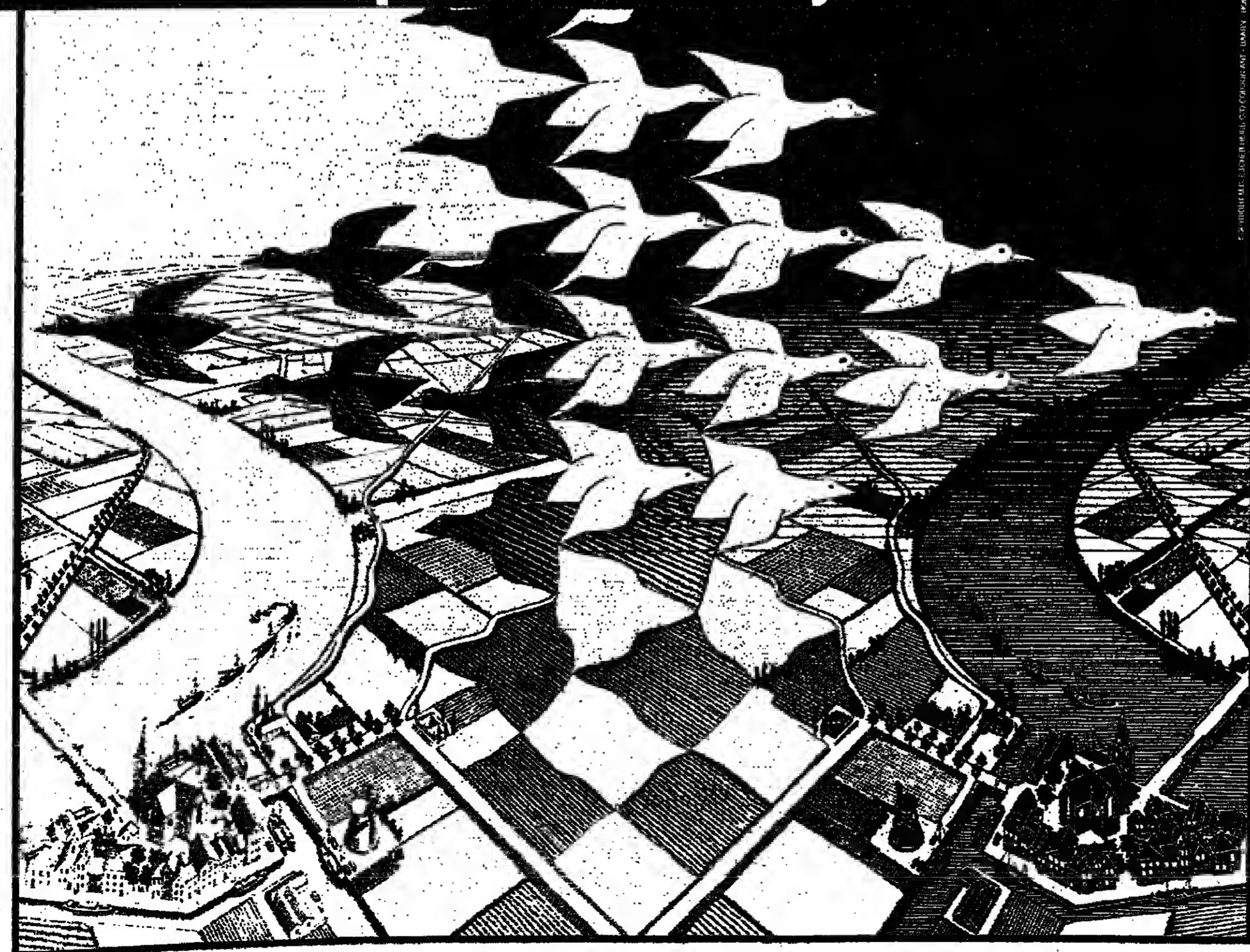
retire many of their older airliners prematurely, and which forced one British freight airline out of business.

The second is the difficulty of repatriating the money they earn in some Third World countries.

But despite all of these problems, the overall mood of the airline industry, which has become leaner and more productive over recent years, remains buoyant. This attitude is based on the fact that some 900 million air journeys are made each year (when the figures from the Soviet Union are included).

AR

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## The still-exclusive skill of making a plane

One of the big contests at Farnborough 84 was to supply the Royal Air Force with a new trainer, a basic good handler to replace the Jet Provost.

The RAF had never before looked outside its own or American industry, but at the show two years ago the Brazilians, Swiss and Australians were on the RAF's list, with a British product an outsider.

The victor, made by a country which did not have an aerospace industry when Concorde made its first flight, was Embraer of Brazil, with its superb little Tucano. The RAF's test pilots and engineers, second to none in professionalism, declared that the Brazilian aircraft was the most suitable.

The Tucano was the one to which they wished to entrust the training of future fast jet and transport pilots to the exacting standards which the British air services have always demanded.

The Tucano will be built under licence by Shorts in Northern Ireland. No doubt the British aerospace industry could itself have designed such an aircraft, with comparable performance, handling, quality of manufacture and cost. But it did not; instead the RAF has ordered 130 Tucanos from Shorts.

Brazil's industry, with its modest but capable and well-focused products, did well, reminding the great "total aviation" powers that big is not always beautiful and that the developing world is becoming a competitor, not just a market for its products.

As well as making the Tucano, Brazil has designed and built and sold nearly 500 Bandeirante light transports for 26 countries, including the UK. Embraer has followed up with the sleek Brasilia, perhaps the most stylish of the new commuterliners, selling more than 50 so far.

The world has only four nations with aerospace industries which can make everything - every type of aircraft, engine, and equipment: the US, the UK, France and the Soviet Union. Japan and West Germany are often

held up as examples of industrial capability to which others should aspire, but they are far behind the big four in aerospace.

Forty years after World War Two, and after 30 years of licence-manufacturing mainly American aircraft, the Japanese and West German aerospace industries have achieved only modest export successes with indigenously designed aircraft.

Mitsubishi's MU-2 turboprop business aircraft and its MU-300 Diamond business jet have penetrated the world's toughest aviation market, the US, as did the now out-of-production YS-11 passenger transport. But all have American or British engines and equipment.

West Germany's DO228 light transport and its Sky-servant predecessor have gained a foothold in the export market, and so has the BO-105 helicopter, but these too have foreign engines and equipment. The air forces and airlines of Japan and West Germany operate few indigenous aircraft.

These are hard facts of life, even for such mighty technical powers. Canada has a competent industry, which has produced and sold throughout the world the "Ford" engine of the aerospace market, the

Pratt & Whitney Canada PT6A, plus more than 850 Twin Otter light transports.

Canada's new Dash 8 commuter-liner, recently adopted by Boeing - which has bought its makers, de Havilland - is looking successful. The quiet short-field Dash 7 has opened up poor-runway communities and city centres to air transport.

But the Canadair Challenger business jet has far from covered its costs, and the Canadian aerospace industry as a whole has fallen heavily on public funds for survival.

The aspiration to aerospace capability is common to every

country which seeks economic independence. If you can master aerospace, you can master any industry; so less-developed countries start by licence-manufacturing American, European or Soviet products for their own civil and military services.

However, it is one thing to machine jet-engine gearboxes to someone else's 20-year-old design and drawings and to build expensively equipped factories and training schools for inauguration by proud ministers. It is another to match the bewildering pace of research and development in the leading aerospace nations.

Israel is producing, with US engines and equipment, an advanced new fighter, the Lavi - but at a unit cost which would buy a small squadron of American F-16s. India wants to follow up licence-built MiG-21s, 23s and 27s with its own fighter, but the LTA will have to have imported equipment and engines.

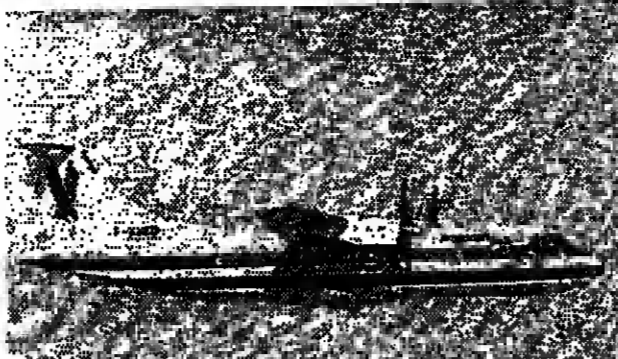
Indonesia, already heavily in debt to western countries, has chosen the co-operation route to aerospace competence by partnering Casa of Spain on the ambitious Casuarino 235 commuter liner.

But Indonesia shares with all the world the belief that aerospace, for all its difficulties, is the future industry of power and progress. The Farnborough show is an exhibition of this belief. Other aerospace aspirers include Argentina's FMA Pucara battlefield attacker, which gave a good account of itself during the Falklands war, and has since been joined by FMA's Pampa jet trainer.

Australia has finished production of its Nomad light transport and builds American F-18s for the Royal Australian Air Force and components for Boeing and Airbus. Chile has its T-35 Pillan light trainer.

Mighty China, awakening to its technical strength after years of building and developing Soviet civil and military aircraft, has developed its Harbin Y-12 light transport and is licence-manufacturing parts for the US and European industries as well as complete MD-80 jetliners for itself.

JMR



ATR42, Aerospatiale and Aeritalia (France and Italy)



Optica Industries Optica (Britain)

## Spot tomorrow's stars

■ ATR42, Aerospatiale and Aeritalia (France and Italy). First appearance at a Farnborough show for this 46-seat commuter airliner, which entered service early this year. The joint manufacturers are "stretching" it to a 74-seater, to be called the ATR 72.

■ Optica Industries Optica (Britain). The bulbous cockpit gives all-round vision for pilot and crew. The plane is being offered to police forces for low and slow flying in the surveillance role as a cheap alternative to the helicopter.

■ Dassault-Breguet Super Etendard (France). Shipborne, single-seat strike-fighter, the Etendard is an ageing design, but is being updated to carry the most modern weapons. In service with the navies of France and Argentina. The Argentines used it in attacks with Exocet missiles

on Royal Navy ships during the 1982 Falklands war.

■ British Aerospace EAP (Britain). One of the stars of this Farnborough show is likely to be the Experimental Aircraft Programme demonstrator plane, developed by BAe, with help from West Germany and Italy, its main purpose is to test systems for the proposed Eurofighter. The EAP first flew from Warton, Lancashire on August 8.

■ Dassault-Breguet Rafale (France). This advance fighter-demonstrator flew for the first time earlier this year. Like the British EAP, it incorporates many advanced systems and materials.

■ British Aerospace ATP (Britain). The advanced turbo-prop 65-seat airliner made its maiden flight from BAe's airfield at Manchester on August 6. Exceptionally quiet, it should sell



Dassault-Breguet Super Etendard (France)

## Why the pilot has less to do in the cockpit

With the four-nation European Fighter Aircraft (EFA) poised to enter development later this year, electronics companies are jockeying for the potentially lucrative contracts to supply avionics for the Eurofighter. Already a battle has broken out to supply the single most important such system, EFA's radar.

Though others might enter the arena, the battle is likely to be between two teams, one European, led by Britain's Ferranti, the other international, headed by Hughes Aircraft of the US. Ferranti, with Fiat of Italy and Inisel of Spain, is offering a new European collaborative radar, the ECR 90. Hughes, backed by AEG of West Germany and Britain's GEC Avionics, is offering an existing radar, the APG-65.

The EFA radar will have a range of about 50 miles, with the ability to track and guide missiles to, several targets simultaneously. Most important of all, the radar will confer on EFA the ability to detect and fire on low-flying intruders, a look-down/shoot-down capability sorely missed by Royal Navy Sea Harrier pilots in the Falklands conflict.

As the radar which equips the US Navy's F-18 Hornet fighter, the Hughes APG-65 is the world's most advanced "multimode" radar, mean-

ing it is suited to both air-to-air and air-to-ground use. It is also the radar already chosen by Germany to update its F-4 Phantoms, for which purpose the APG-65 will be built under licence by AEG.

The West German Air Force is therefore keen to use the APG-65 in the EFA. The German government, meanwhile, views selection of the Hughes radar as a way to reduce its dollar trade deficit, and so ease US pressure on Germany to buy more American goods.

In offering its competing ECR 90 radar, Ferranti emphasizes that the

The ECR 90 will be up to date for 25 years

APG-65 will be 15 to 20 years old when EFA enters service in 1995. On the other hand, maintains the UK company, the all-new ECR 90 will not be outgrown or outdated in the 25-year life of the Eurofighter.

Radar is at the heart of another battle, that to equip the Royal Air Force with an airborne early warning aircraft. US contenders Grumman and Lockheed hope that NATO will grant the RAF permission to use the UHF frequencies on which their

General Electric surveillance radar operates.

Initially this was refused, because the frequencies are already in use and would be interfered with by the radar.

Meanwhile Plessey has signed an agreement with Westinghouse to work on the US company's radar for the Boeing E-3 Awacs, the leading contender to replace the Nimrod AEW, which has a radar developed by GEC Avionics. Ironically if Awacs is selected, and GEC's bid for Plessey subsequently succeeds, the UK electronics giant will find itself with a leading role still to play in Britain's airborne early warning.

GEC Avionics, however, reports encouraging progress with improvements to its Nimrod radar which it hopes will prove sufficient to dissuade the RAF from changing horses after spending £900 million developing the Nimrod.

With two stars of the Farnborough flying display owing their ability to computerized flight controls, "fly-by-wire" will be receiving much attention. Britain's EAP experimental fighter flies courtesy four GEC Avionics digital computers, while France's Rafale demonstrator relies on four similar boxes developed within Dassault itself. EFA, of course, will be fly-by-wire.

Flying by wire is not the exclusive

preserve of fighters, however, and perhaps the most spectacular flying display at Farnborough will involve an airliner. Airbus has modified its A300 testbed to emulate the flying qualities of the European consortium's new 150-seat A320, the world's first fly-by-wire airliner. At Farnborough the A300 will demonstrate safe low-speed handling no other airliner can match.

The A320 will make the pilot's job easier. Thanks to its fly-by-wire computers, the A320 will never stall, so in wind-shear the pilot can simply pull his stick full back to get the most life. Full power will be automatically applied and the computers will fly the

Cutting the stall risk could save more lives

aircraft to its maximum lift without the risk of stalling. This could save lives, Airbus believes.

Though not at Farnborough (it will make its debut at next year's Paris Air Show), the A320 will have the most advanced airliner cockpit yet designed, with six large, colour TV displays presenting all the information the pilot requires.

Graham Warwick

Technical Editor, Flight International



It won't be hard to find the most advanced jetliner at Farnborough.

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Aviation Authority this summer. Other planes on show but not pictured here include: the Sikorsky S-70C (United States). The version on show at Farnborough will be a demonstrator re-engined with the Rolls-Royce RTM322. The S-70C is the commercial version of the military Black Hawk helicopter. After an acrimonious debate, Sikorsky linked earlier this year with the British helicopter com-

pany Westland, and their hope is to sell the Black Hawk to the British armed forces. Pilatus PC-9 (Switzerland). One of the other main competitors in the hotly-fought competition for the RAF trainer contract, won by the Tucano, from Brazil. This Swiss design was backed by British Aerospace. The PC-9 has recently been sold to the Royal Saudi Air Force.



British Aerospace ATP (Britain)



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Dassault-Breguet Rafale (France)

Defence systems: the big buck starts here

Anyone surveying the exhibition halls at Farnborough will quickly realize that defence is by far the most lucrative sector of the aerospace industry, and that military aircraft are only a part of the total. For those companies involved in all areas of defence, another gravy-laden train has pulled up, in the shape of President Reagan's Strategic Defence Initiative (SDI), popularized as Star Wars. No one yet knows whether Star Wars will work - and there are many that doubt it will - but the industry will prosper whether it does or it doesn't work, such is the scale of the research contracts handed out by the SDI Organization. Likely these contracts will spin off technology into highly profitable commercial areas.

Britain's almost-unseen haste to back Star Wars has so far been rewarded by a handful of research contracts totalling less than those awarded to some US companies, but more is promised. UK industry will use Farnborough as a showcase for its high technology talents in the hope of attracting at least some Star Wars research money. Europe in general undoubtedly has much to offer the US in Star Wars technology, particularly in the field of software. Here breakthroughs are often achieved by small, highly individualistic teams rather than by throwing vast sums of money at the problem.

A new and unexpected market for these weapons opened when the US Defence Department cancelled the US Army's Sgt York tank-mounted anti-aircraft gun after it failed realistic tests. Rapier, Roland, and many other such systems now have a chance to compete for the order. Repercussions of America's Challenger Shuttle disaster can be felt in almost every branch of aerospace, and defence is no exception. One of the most significant recent developments in military navigation has been severely hit by the shuttle's grounding. The US had planned to have 18 Navstar navigation satellites in orbit by 1989. These would transmit coded signals that any suitably equipped vehicle could receive and decode. Signals from four or more satellites "visible" at one time would give position in three dimensions accurate to within 15 metres - 60 m for civil use - anywhere in the world at any time of day.

Alarm will join a growing suit of weapons Britain offers buyers

(Alarm) to defend RAF Tornados against Soviet air defences. Alarm will join a growing suit of weapons Britain can offer export customers, many of whom are denied access to equivalent US weaponry. The £5 billion Saudi Tornado deal, for example, includes an array of weaponry which encompasses Alarm, Bae's Sea Eagle anti-ship missile, and the Hunting JP233 anti-runway weapon. France already appreciates the export-winning value of having a complete range of weapons to offer its Mirage customers. One reason for Europe working together on missiles is that the individual nations often lack the resources to go it alone. It is not always possible to get agreement, however, which is one reason Europe has produced several competing air-defence missile systems, with Britain's Bae Rapier and the Franco-German Euromissile Roland most successful among them.

The race to make money in space

The Proton launch prices undercut those of the Americo Delta by almost the same amount as they eroded the Ariane bids. Yet the statistics on the performance of Proton - seven failures out of 97 launches since 1970, and no failures in the last 35 launches since January 1983 - show a remarkable parallel with Delta. The American launcher had 43 successful flights before the mishap, and its production run of well over 100 is clearly similar to the Russian counterpart. Though the overt moves of the Russians to help their economy through selling satellite launch services is clearly of political significance, their technical ability is beyond question. That is why the relative newcomers have created such interest. The biggest stir arose with the news that China's Great Wall Industry was wooing an American partner to use the Long March 3 launcher, which had evolved, like the most successful heavy duty American and Russian varieties, from missile work. A preliminary agreement between Terest, a space technology company in Texas and the Chinese Great Wall Industry Corporation provides for

communications satellite launches in 1987. The Chinese marketing team is working its way through European countries, offering an alternative for commercial launches ood delayed by the Ariane timetable, or to more serious jeopardy because of the hiatus in the US. There are at least a couple of fundamental issues of an economic nature and of a political one to be tested in deals with the Chinese. The first concerns the financing of the insurance on launches. If cover can be obtained at all through the market in London and New York for launch by any system, the premiums have gone through the roof. The second involves the tightening restrictions of the US government on the export of products which contained even one or two individual but technologically advanced components. American officials have made it clear that before any satellite operator

can take up the Soviet offer, it will have to win the agreement of Washington. The transport of any American-made satellite component across the Soviet Union is banned, which virtually rules out any satellite built outside the USSR. The third competitor loomed in the shape of Japan, with the copybook launch in August of its H1 booster. With the rigour adopted to lay the foundations of its motor industry and then its electronics and semiconductor business, the Japanese National Space Development Agency, NASDA, has spent 15 years developing satellites and launchers for a national programme. Though most of them are modest in size, the Japanese can claim third place after American and the Soviet Union in the number of satellites launched by one country. Launchers have been developed in using technology licensed from the US. Launch of the H1 improved a good start to NASDA's 15-year space programme to the year 2000. It includes the launch of 50 satellites, mainly for domestic use, collaboration with the US to the space station. That depends on the future of the shuttle. And on the development of Japan's own small reusable shuttle, similar to the French proposals for Hermes being examined by the European Space Agency. Pearce Wright Science Editor

Bargain flights for western countries

the temporary halt in the European Ariane timetable gave elbow room for fledgling competitors to show their wares. In addition, the Soviet Union made an opportunistic attempt to capture some of the commercial business for launching satellites. A new space agency called Glavkosmos was formed, offering bargain-price launches to the West on its Proton rocket. Prices of about \$18 million to \$20 million quoted initially for putting large spacecraft in the geostationary orbit was half that of Europe's Ariane.

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# Crossing the initial hurdle

The first obstacle to higher education is understanding the complex application system. Edward Fennell considers how to solve some of these problems

With the battle still raging for entry into higher education this autumn it seems hard to believe that today the campaign commences for places in October 1987.

University Central Council on Admissions opens its books for the 86/87 season today (September 1) and Oxbridge applications must be in by mid-October. Given the current anxieties about grades and graduate employability it looks as if the race will be more hotly contested than ever.

As one careers advisor commented: "There is a growing concentration of applications on a small group of subjects which are mostly vocationally-biased. If you're aiming for one of those, then you must be prepared to work for very high grades indeed".

As the series of articles in *The Times* revealed, the arguments in favour of higher education are by no means clear-cut. A degree is not an automatic passport to a job and most employers will put more emphasis on an individual's personal qualities and experiences than mere paper qualifications.

Notwithstanding this, there is little doubt that Britain has become highly degree orientated. For example, it is either essential or at least a lot easier to get into professions such as the law, accountancy, architecture, pharmacy, dentistry and medicine through, or after, a degree course.

And, without question, gaining professional status in fields such as engineering or science is much easier if you have a degree. Likewise there are countless other jobs (such as librarianship, teaching, town planning, social work and housing management) where a degree lays the foundation for a future career.

Naturally the bright entrepreneurial whiz-kid will always get on through sheer innate ability and energy. And undoubtedly higher education does not suit all comers. But in a more professionally orientated society where, for example, new entrants to management and business are expected to have acquired skills in computing and numeracy before they even start, the graduate trainee is sure to enjoy an enormous advantage.

Even in the fashionable, headline-grabbing world of financial trading things are changing fast. Under the new, post-Big Bang regime, the street-wise East Enders will gradually give way to the suburbanites whose pedigree lies more in statistics than in Steptoe.

In other words, unless you sincerely don't want to go to higher education the arguments in favour of it, from a career viewpoint, are overwhelming. And that means if you're taking your A levels next summer your pass to higher education starts today.

The first big hurdle, without doubt, is actually understanding the applications system. The lack of coordination be-

tween the various universities, polytechnics, colleges and institutions means that you probably need to be of degree calibre just to find your way through all the bureaucracy.

So the more help and well-informed advice you can get, and the more experience and helpful your school or tutor, the better your chances of success. As one battle-hardened careers teacher explained: "The best way to fill in an UCFA form is by making a dummy, filling it in, and then having serious in-depth discussions about it with your tutor. That gives you an opportunity to cover any weak points and to ensure there are no silly errors. Then go away and do it again for real."

Unfortunately there is endless scope for discussion about tactics and strategy for the higher education campaign. Often students' views are shaped by rumour and hearsay - much of which is entirely ill-founded, and it is only fair to warn that some of the more simplistic guides to entry standards may be misleading. There are certainly no "standard offers" but you cannot be sure that you will get one.

Some universities are now providing much clearer guidance about what their entry standards are and where they want to see themselves, in order of priority, on an applicants form. For this reason prospectuses should be consulted in depth at an early stage so that every grain of information and every clue is extracted before a course or college is selected.

The reason that some admissions tutors are wary about publishing too much "blatant" information is that they like to think that an individual decision is being made. Selecting a person, not a formula of A level results, is how they wish to see the process.

Undoubtedly the way a candidate behaves at interview, the depth of preparation they have done, and their level of enthusiasm about the subject and the discipline are very important. In cases where a course is heavily over-subscribed the personal attributes will be highly significant. But, in practice, the most important currency is the candidate's A level grades.

So, regrettable and boring though it may be, the best advice to anyone who wants to improve their chances of getting into a good course is to work hard and achieve excellent results. Because even if, through some misadventure, you fail

to get any provisional offers, a couple of As or Bs when it gets to Clearing this time next year will be invaluable.

It would be a mistake, however, even for the readers of *The Times*, to assume that applications to universities through UCFA was the full story. It cannot be stressed enough that many polytechnic courses (and even some polytechnic institutions) are as good if not better than their university equivalents. No-one who is serious about higher education should overlook what the polytechnics have to offer.

The new Polytechnics Central Admissions System (PCAS) came into operation this year and follows a similar time-scale as UCFA - so applications for polys are open from next Monday. The chief difference between the two systems is that whilst UCFA allows its candidates to nominate five courses in a preferred order, PCAS restricts its candidates to four with equal consideration to all.

For those who wish to enter initial teacher training there is a third admission system, the Central Register and Clearing House Limited (CRCH). Rather confusingly this covers all Bachelor of Education courses including those at the polytechnics. So if your preferred

courses - and you may choose up to three - are at polys you must go through CRCH (3, Crawford Place, London W1H 2BN) rather than PCAS.

The next major chunk of Degree courses are within the Institutes and Colleges of Higher Education. Many (but not all) of these are basically teacher training institutions although they also offer other courses. Interestingly, applications for some of these must be made via CRCH while others are direct to the individual college. Don't overlook them though. In some instances they are offering some quite interesting and innovative subjects (for example, the BA in applied photography, film and television at Harrow College of Higher Education and the BSc in catering administration at Dorset Institute of Higher Education).

Finally, for art and design degree courses there is yet another system - the Art and Design Admissions Registry - which opens for business after Christmas.

If this all sounds like a plethora of administration you are probably right. The time has certainly come when, in the interests of the candidates, there should be integration of all the applications systems to cut through the time-consuming paper-work.

In the meantime, however, you are at the start of a long and possibly painful journey. Do your research now and get all your applications in, where possible, by half-term. And then get down to the thing which really counts - a bit of study.

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Continued on page 30

# Ozopolmin can pick up the winning thread over best trip

By Mandarin

Ozopolmin, who failed to stay 1 1/2 miles when chasing home leading Star at Lingfield Park last month, returns to 10 furlongs at Windsor this afternoon and is napped to regain the winning thread in the Winter Hill EBF Stakes.

A useful two-year-old when trained in Italy last year, Ozopolmin has been given plenty of time to acclimatize with Luca Cumani and he did not give this son of Tap On Wood his first British outing until six weeks ago when, despite looking backward in condition, he proved too good for North Verdict and My Generation in a minor conditions event at Pontefract.

That form was given a handsome filly in the 12 days ago when My Generation won the competitive Andy Capp Handicap, a race which has already thrown up two subsequent winners in Rana Pratap and All Fair, who finished only fifth and seventh, respectively, on the Knavesmere.

As a result of his Pontefract victory, Ozopolmin was made favourite for a better race at Lingfield, but, after holding every chance in the race, he was outstayed by the Queen's useful four-year-old, Leading Star. Back to his best trip today, Ozopolmin should prove hard to beat.

Esdale and Samarid look the pick of the three-year-old opposition but both were well-

beaten last time out and a greater threat to Ozopolmin may come from the four-year-old, Khozdar, who was beaten only a neck by Regal Diplomat in the corresponding event 12 months ago. Without a run since May, though, Khozdar seems sure to need the run.

Khozdar's trainer, Dick Hern, saddles the Queen's promising colt, Final Selection, in the Bracknell Stakes but, on a line through Najidiwa, this Final Straw colt is well held by Henry Cecil's St Leger entry, All Haste.

Abigail Richards, seen to great advantage on Gulfland at Chester on Saturday, should be in the winner's enclosure again after the Additional Apprentices' Handicap, in which she partners Astarte. Miss Richards and Astarte finished fast to take second behind Silent Majority at Goodwood 10 days ago, form which has been franked already by the fifth, Cleofe, at Brighton on Thursday and Silent Majority himself at Sandown the following day.

Tender Type, a good third at E Cuite at Newbury on his latest run, can end Sweet Alexander's winning run in the Quorna Challenge Cup. Mark Tompkins, Tender Type's trainer, may fare even better at Hamilton Park where Grange Farm Lady (2.15) and Ben's Birdie (5.15) could well provide the Newmarket trainer with a first and last race double.

## WINDSOR

Going: good Draw: 51-61, high numbers best

2.30 ADDITIONAL APPRENTICES HANDICAP (3-Y-O: £916; 5f) (15 runners)

- 1 0-22001 SAY PARODI (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 2 24000 CHESTA LEAP (D) C E Hennes R Hamner 8-12 R Pentland 16
- 3 22000 WINDSOR (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 4 24000 RESTLESS RHAPSODY (D) Mrs M Haggas K Bristow 8-7 A Whitelock 11
- 5 03000 ARDENT PARTNER (D) R Omond R Omond 8-7 A Duda 9
- 6 03000 BALDWIN (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 7 02200 MUSIC REVEAL (D) M Tompkins 8-2 R Cook 6
- 8 02000 NORTHERN LAD (D) Mrs D Gordon J Holt 8-2 P Francis 9
- 9 02000 MOZART (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 10 02000 ASTARTE (C Anderson) G Prichard Gordon 8-2 Abigail Richards 2
- 11 02000 DALSIAN BAY (D) Cecil Pat Mitchell 7-11 P Salmons 4
- 12 02000 ALICE HILL (D) Mrs J Haggas K Bristow 8-7 A Whitelock 11
- 13 02000 JACQUI JOY (Mrs J Haggas) K Bristow 8-7 A Whitelock 11
- 14 02000 PERSIAN BAZAAR (D) Mrs C Footes-Forsyth P Mitchell 7-7 S Whiteman 12
- 15 02000 TINA ROSA (D) D Omond 7-7 S Whiteman 12
- 16 100-30 Astara, 9-2 Say Parodi, 6-1 Music Revealer, 7-1 Northern Lad, 9-4 Westers' Feast, 8-10 WINDSOR, 8-11 Cheats' Loss.

## Windsor selections

By Mandarin

2.30 Astarte, 3.0 Findon Manor, 3.30 Crusade Dancer, 4.0 Samarid, 4.30 Sweet Alexander, 5.0 Nyverdale, 5.30 All Haste.

## 3.0 BELMEAD SELLING HANDICAP (3-Y-O: £908; 6f) (19)

- 1 02000 THE UTE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 2 02000 CRACON (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 3 02000 BELLEFRONT (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 4 02000 BY CHANCE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 5 02000 NAUGHTY BRITLY (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 6 02000 WINDSOR (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 7 02000 FANCY PAGES (D) Cecil Pat Mitchell 7-11 P Salmons 4
- 8 02000 YOUNG LUCY (D) A Watson R Head 8-11 M Hills 3
- 9 02000 CHESTER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 10 02000 PADDOCK BELLE (D) Mrs D Gordon J Holt 8-2 P Francis 9
- 11 02000 SEA SHANTY (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 12 02000 LA DYNIA (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 13 02000 ABSOLUTELY BOMBER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 14 02000 SHERMAN (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 15 02000 EASTERN OASIS (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 16 02000 THAI SEA (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 17 02000 SEA VENOM (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 18 02000 WINNING FORM, 4-1 The Ute, 0-2 Paddock Belle, 6-1 Belcheron, 8-1 Findon Manor, Naughty Britly, 1-2 Young Lucy, Claxon Gull, 1-1 others.

## 3.30 POTENTIAL STAYERS STAKES (2-Y-O: £959; 6f) (16)

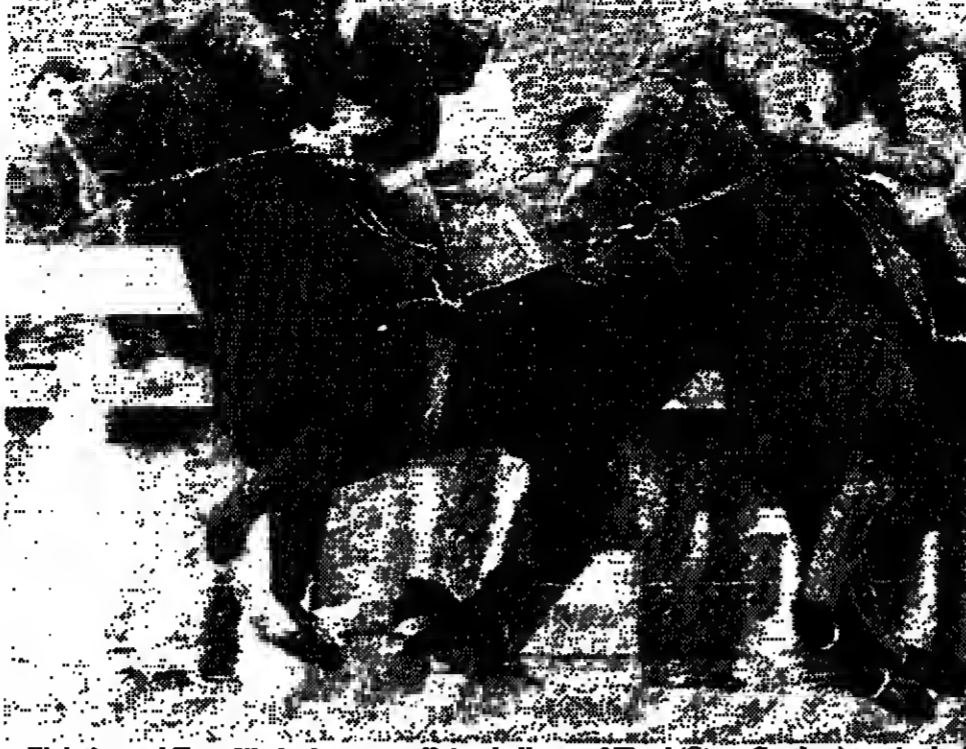
- 1 02000 BANAR LAD (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 2 02000 FANAD (USA) (R) H Aaga Khan R Johnson Houston 8-11 M Williams 3
- 3 02000 GRUNDIG (D) Mrs M Haggas K Bristow 8-7 A Whitelock 11
- 4 02000 NEW VERY TOUCHING (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 5 02000 MILAN FAIR (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 6 02000 NOLAN (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 7 02000 SHADY HEIGHTS (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 8 02000 CASTLE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 9 02000 LA CARABINE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 10 02000 REGAL (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 11 02000 ROCK OF AGES (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 12 02000 SIKI SLOPE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 13 02000 YAMRAN (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 14 02000 FANAD, 10-1 Shady Heights, 12-1 Castle in the Air, 14-1 others.

## FORM: CRUSADE DANCER (9-9) ran on close home, 2nd beaten 10 to Cape Wild (9-11) ran, Yarmouth (9-11) ran, FANAD (9-11) ran, MONTY (9-11) ran, GENGHIS (9-11) ran, NEW VERY TOUCHING (9-11) ran, CASTLE (9-11) ran, YAMRAN (9-11) ran, ROCK OF AGES (9-11) ran, SIKI SLOPE (9-11) ran, SHADY HEIGHTS (9-11) ran, NOLAN (9-11) ran, MILAN FAIR (9-11) ran, NEW VERY TOUCHING (9-11) ran, GRUNDIG (9-11) ran, FANAD (9-11) ran, BANAR LAD (9-11) ran.

## 3.50 BRACKNELL STAKES (2-Y-O: £1,685; 5f) (17)

- 1 2613 KYVERDALE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 2 2613 ENCHANTED (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 3 4314 TUDOR COURAGE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 4 010 MAZE OR MAP (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 5 010 TRISIA SHARK (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 6 30210 LADY BEHAVE (Mrs E Jackson) R Hamner 8-13 R Pentland 16
- 7 30210 JAH BEE (Mrs E Jackson) R Hamner 8-13 R Pentland 16
- 8 02002 BOIS DE BOULOGNE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 9 222 MILLFAN (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 10 410 CHURCHMAN (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 11 02000 GEM MATE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 12 0422 EMBURY PRIDE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 13 21218 MATTHEW (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 14 02000 JAHSE MAC (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 15 20000 KYVERDALE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 16 02000 OUT ON A FLUTE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 17 100-30 Kyverdale, 9-2 Trisita Shark, 6-1 Embury Pride, 7-1 Chilling, 8-1 Nabens Song, 9-1 Jobe Mack, 10-1 Jobe Mack, 12-1 Milton, 10-1 On a Flyer, 14-1 others.

## FORM: KYVERDALE (9-7) ran on close home, 2nd beaten 10 to Cape Wild (9-11) ran, Yarmouth (9-11) ran, FANAD (9-11) ran, MONTY (9-11) ran, GENGHIS (9-11) ran, NEW VERY TOUCHING (9-11) ran, CASTLE (9-11) ran, YAMRAN (9-11) ran, ROCK OF AGES (9-11) ran, SIKI SLOPE (9-11) ran, SHADY HEIGHTS (9-11) ran, NOLAN (9-11) ran, MILAN FAIR (9-11) ran, NEW VERY TOUCHING (9-11) ran, GRUNDIG (9-11) ran, FANAD (9-11) ran, BANAR LAD (9-11) ran.



Elplotino and Tony Kimberley stave off the challenge of Floyd (Steve Carten) to win the Sportsman Club Handicap

## Kimberley excels on Elplotino

Tony Kimberley, one of the key men in Michael Stoute's back-up team at Beech Hurst, gained a rare victory for an outside stable when piloting the sportsman club Handicap at Sandown Park on Saturday.

Fresh from his group race success on Eve's Error at Baden-Baden on Friday, Kimberley, gave a vintage display on Elplotino who was without a race for three months but was still burdened with top weight of 10 stone.

Kimberley and Elplotino set off in from a well headed by Floyd two furlongs out, fought back to regain the lead in the final 100 yards and win by a neck.

The winning trainer was Robert Williams, 34 wins this season include four abroad. Williams said: "Elplotino has not run for three months because of the firm ground and today's win was a bit of a surprise, but Tony rode because he was on Elplotino when the horse was trained by Michael Stoute."

## 4.0 WINTER HILL EBF STAKES (E4,74; 1m 21yds) (9)

- 1 1102-3 KHOZDAR (Stakes) Mottam 8-11 W Cannon 7
- 2 20-010 QUICY BROT (D) Mrs M Haggas K Bristow 8-7 A Whitelock 11
- 3 01002 KATYKA (D) Mrs M Haggas K Bristow 8-7 A Whitelock 11
- 4 110-12 GZPOLMIN (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 5 100-20 SAMARID (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 6 20120 ESADLE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 7 01014 LAM (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 8 01002 ACQUETTE (USA) (R) J Phelps O Doherty 3-7-11 M Hills 3
- 9 11-4 Esdale, 7-2 Khozdar, 4-1 Khozdar, 3-1 Samarid, 9-1 Lam, 12-1 Quet Run, 14-1 others.

## FORM: KHOZDAR (9-11) on ground that he dislikes, 3rd beaten 17 to Dribble (9-11) ran, Goodwood 1m 21 yds heavy May 21, QUICY BROT (9-4) 16m of 17 to Forward Ruby (9-7) ran, 10m of 11 to Top Gun (9-7) ran, KATYKA (7-12) 12m of 11 to Solo Style (9-11) ran, Mohawpam 1m 11 cap good to soft Aug 25, GZPOLMIN (9-7) 2nd beaten 20 to Leading Star (9-7) ran, Lighted 1m 41 cap good to firm Aug 20, SAMARID (9-5) 5m of 11 to Top Gun (9-7) ran, Newmarket 7f cap good to firm July 28, ESADLE (9-3) 11th beaten 14 to Chorochee (9-11) 13m, Goodwood 1m 21 cap good to firm Aug 1, LAM (9-12) 4th beaten 20 to Sola (9-7) ran, Ripon 1m 11 cap good to firm Aug 11.

## 4.30 QUORTINA CHALLENGE CUP HANDICAP (3-Y-O: £2,674; 1m 3f 15yd) (8)

- 1 10101 WINDSOR (USA) (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 2 13203 SAMARID (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 3 3402-4 CORRIAN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 4 04002 TRISIA SHARK (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 5 02123 TUDOR COURAGE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 6 212400 FREEDOM (D) Mrs D Gordon J Holt 8-2 P Francis 9
- 7 14 FULL SPEED AHEAD (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 8 4311 SWEET ALEXANDER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 9-4 Tender Type, 3-1 Samarid, 4-1 Sweet Alexander, 8-1 Corran River, 8-1 Full Speed Ahead, 10-1 Windsor, 12-1 Founette, 14-1 others.

## FORM: WINDSOR (9-9) ran well, 2nd to Tabito (9-12) ran, Windsor 1m 3f cap good Aug 3, SAMARID (9-5) ran on well, 2nd to Tabito (9-12) ran, Windsor 1m 3f cap good Aug 9, CORRIAN RIVER (9-5) ran on well, 2nd to Tabito (9-12) ran, Windsor 1m 3f cap good Aug 15, TRISIA SHARK (9-5) ran on well, 2nd to Tabito (9-12) ran, Windsor 1m 3f cap good Aug 15, TUDOR COURAGE (9-5) ran on well, 2nd to Tabito (9-12) ran, Windsor 1m 3f cap good Aug 15, FREEDOM (9-5) ran on well, 2nd to Tabito (9-12) ran, Windsor 1m 3f cap good Aug 15, FULL SPEED AHEAD (9-5) ran on well, 2nd to Tabito (9-12) ran, Windsor 1m 3f cap good Aug 15, SWEET ALEXANDER (9-5) ran on well, 2nd to Tabito (9-12) ran, Windsor 1m 3f cap good Aug 15.

## 5.0 RUSSELL NURSERY HANDICAP (2-Y-O: £1,685; 5f) (17)

- 1 2613 KYVERDALE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 2 2613 ENCHANTED (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 3 4314 TUDOR COURAGE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 4 010 MAZE OR MAP (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 5 010 TRISIA SHARK (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 6 30210 LADY BEHAVE (Mrs E Jackson) R Hamner 8-13 R Pentland 16
- 7 30210 JAH BEE (Mrs E Jackson) R Hamner 8-13 R Pentland 16
- 8 02002 BOIS DE BOULOGNE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 9 222 MILLFAN (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 10 410 CHURCHMAN (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 11 02000 GEM MATE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 12 0422 EMBURY PRIDE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 13 21218 MATTHEW (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 14 02000 JAHSE MAC (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 15 20000 KYVERDALE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 16 02000 OUT ON A FLUTE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 17 100-30 Kyverdale, 9-2 Trisita Shark, 6-1 Embury Pride, 7-1 Chilling, 8-1 Nabens Song, 9-1 Jobe Mack, 10-1 Jobe Mack, 12-1 Milton, 10-1 On a Flyer, 14-1 others.

## FORM: KYVERDALE (9-7) ran on close home, 2nd beaten 10 to Cape Wild (9-11) ran, Yarmouth (9-11) ran, FANAD (9-11) ran, MONTY (9-11) ran, GENGHIS (9-11) ran, NEW VERY TOUCHING (9-11) ran, CASTLE (9-11) ran, YAMRAN (9-11) ran, ROCK OF AGES (9-11) ran, SIKI SLOPE (9-11) ran, SHADY HEIGHTS (9-11) ran, NOLAN (9-11) ran, MILAN FAIR (9-11) ran, NEW VERY TOUCHING (9-11) ran, GRUNDIG (9-11) ran, FANAD (9-11) ran, BANAR LAD (9-11) ran.

## IRISH RACING

### Dunlop's filly high point for Eddery

From our Irish Racing Correspondent, Dublin

An effortless victory on 1 Want To Be followed by a controversial disqualification on Darcy's Thatcher 30 minutes later, marked the high and low points of Pat Eddery's visit to The Curragh on Saturday.

For the second successive year John Dunlop supplied the winner of the group three Males stakes with 1 Want To Be following in the footsteps of Ulterior Motive.

Eddery was content to drop the 11-8 on favourite in last place of the group three Males stakes with Lipika set a strong pace. When asked for her effort 1 Want To Be cruised through the field and without being pushed out beat Catherine Mary by 2 1/2 lengths.

Dunlop said afterwards: "Sheikh Mohammed kept last year's Park Hill Stakes winner in training for this year's Ascot Gold Cup, but in a slow-race she refused to settle and was a big disappointment."

Darcy's Thatcher was also made favourite for the other group three event on the programme, the Tattersalls Anglesey Stakes, but after being baulked had to be switched to the wide outside.

Unfortunately for Eddery fans Darcy's Thatcher now hung in, badly hampering the English challenger Quel Esprit, who in turn rolled in on top of Island Reef that was the order in which the trio passed the post, but following a steward's inquiry the placings of Darcy's Thatcher and Island Reef were reversed, to the astonishment of most onlookers.

It may be an ominous sign for followers of the Vincent O'Brien stable, whose three-year-olds have been so disappointing this season, that the stable produced three two-year-olds for Eddery in his 15-year career. His attempt to equal Gilbert's record is likely to come at Southwell on Wednesday.

## Blinkered first time

WINDSOR: 2.30 Northern Lad, Persian Song (Ry. 2), Tony's Tune, 5.15 Wesley.

## HAMILTON PARK

Going: good Draw: 51-61 middle to high numbers best

- 2.15 PLUMBENTER GRUNDFOR PUMP MAIDEN STAKES (3-Y-O: £885; 5f) (11 runners)
- 1 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7
- 2 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7
- 3 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7
- 4 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7
- 5 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7
- 6 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7
- 7 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7
- 8 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7
- 9 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7
- 10 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7
- 11 0-2000 HARRY HULL (D) W Eslerby M W Eslerby 9-0 T Lucas 7

## Hamilton selections

By Mandarin

2.15 Grange Farm Lady, 2.45 Print, 3.15 Warthill Lady, 3.45 Chablis, 4.15 Northern Gunner, 4.45 Kooky's Pet, 5.15 Ben's Birdie.

## 2.15 Grange Farm Lady, 2.45 Print, 3.15 Warthill Lady, 3.45 Chablis, 4.15 Northern Gunner, 4.45 Kooky's Pet, 5.15 Ben's Birdie.

## 2.45 PLUMBENTER MYSON HEATING MAIDEN STAKES (2-Y-O: £885; 5f) (10)

- 1 00 ARIMAN (Mrs W Gifford) P Smith 9-0 J Quinn 6
- 2 00 BERTHELIE (D) J J Doherty 3-7-11 M Hills 3
- 3 00 ENTIRE (D) J J Doherty 3-7-11 M Hills 3
- 4 00 BERGELLE (C) J J Doherty 3-7-11 M Hills 3
- 5 00 MOT SO SILENT (D) J J Doherty 3-7-11 M Hills 3
- 6 00 2 PRINCE (D) J J Doherty 3-7-11 M Hills 3
- 7 00 000000 (D) J J Doherty 3-7-11 M Hills 3
- 8 00 000000 (D) J J Doherty 3-7-11 M Hills 3
- 9 00 000000 (D) J J Doherty 3-7-11 M Hills 3
- 10 00 000000 (D) J J Doherty 3-7-11 M Hills 3

## 3.15 SOUTHER OF STIRLING HANDICAP (E1,973; 6f) (20)

- 1 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 2 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 3 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 4 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 5 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 6 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 7 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
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- 10 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 11 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 12 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 13 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 14 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 15 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 16 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 17 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 18 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 19 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 20 02000 CHARLES WYLLIE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5

## 4.15 WINNER WITH THE TOTE MAIDEN STAKES (E663; 1m 40yd) (14)

- 1 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 2 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 3 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 4 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 5 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 6 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 7 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 8 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 9 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
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- 12 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 13 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 14 000000 NORTHERN RIVER (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5

## 4.45 PLUMBENTER BARTOL PLASTICS HANDICAP (E2,043; 1m 40yd) (20)

- 1 02000 WARPLANE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 2 02000 WARPLANE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 3 02000 WARPLANE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 4 02000 WARPLANE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 5 02000 WARPLANE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 6 02000 WARPLANE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 7 02000 WARPLANE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
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- 14 02000 WARPLANE (D) Lord MacAlpine O Morley 10-10 Dale Gibson 5
- 15 0





Broad's century keeps Notts on course for runners-up prize

By Richard Streeton
Sussex, playing their second innings with seven second innings wickets in hand, lead Nottinghamshire by five runs.
Chris Broad made an accomplished hundred yesterday, his fourth this season, as Nottinghamshire continued their relentless drive to make certain of second place and £10,300 prize money in the championship.

Nottinghamshire declared at tea with a lead of 130. Sussex, playing their last match before the Nat West trophy final, then lost both their opening batsmen cheaply, however. Parker, with a series of fluent strokes, and Imran Khan, cleared their arrears. The Pakistanis were caught behind in the last over while Parker's undefeated 82 included 13 fours.

give himself a hard workout and will decide on Thursday if he can play at Lord's. If he is unfit, he wants his deputy, Martin Speight, who is only 18, to know for a full 48 hours in advance that he is playing. Should Speight be included, it will be a severe test of nerve and character for the youngster.

OTHER SCOREBOARDS

Yorks v Warwick
At Headingley
Yorkshire (1st) beat Warwickshire 123.

Leics v Somerset
At Leicester
Leicestershire (4th) beat Somerset by 56 runs.

Smiths fly high for Hampshire

By Peter Ball
HEINOR, Hampshire (4th) beat Derbyshire by 73 runs.
With a game in hand over their rivals, Hampshire are firmly in the driving seat in the John Player League. They beat Derbyshire with six overs to spare yesterday, their total of 257 proving beyond Derbyshire's capabilities as they bowled and fielded splendidly.

Young England are struggling

By Ivo Tennant
TRENT BRIDGE: England's Young Cricketers, with five first innings wickets in hand, are 272 runs behind Sri Lanka Young Cricketers.
For the second day running, Sri Lanka Young Cricketers had the better of their English counterparts in this, the third match of the series. A century by Tillekaratne helped them to a total of 406, as they had five England batsmen out by the close.

McGuigan in top form at the wheel

Barry McGuigan, the former world featherweight champion, at the wheel of an Orion, completed the course on his debut as a rally driver over the weekend and won high praise for his expert's experts (George Ace writes).

LANCASHIRE

At Headingley
Yorkshire (1st) beat Warwickshire 123.

Middlesex v Worcs

At Lord's
Middlesex (4th) beat Worcestershire by 5 wickets.

Kent v Essex

Essex (1st) beat Kent by 2 wickets.

Harper on hand

By Peter Marson
MORERTON-IN-MARSH: Northamptonshire (4th) beat Gloucestershire by 13 runs.
Northamptonshire played some excellent cricket yesterday. Following two successive defeats, they won well to keep alive an outside chance of securing the John Player Special league title for the first time.

Outlook fair for Essex

Essex extended their lead over Gloucestershire in the county championship to nine points at Folkestone on Saturday, with Gooch (74) and Pringle (73) not out the main contributors to the extra coverage against Kent. Underwood claimed the first four wickets in a long spell — that modest total in a total of 22 for Essex.

D B Close's XI v New Zealanders

At Scarborough
D B Close's XI First Innings

FOR THE RECORD

BASEBALL
NORTH AMERICAN American League: Detroit Tigers beat Chicago White Sox 1-0.

ROAD RUNNING

ABERDEEN: Aileen Mearns half marathon 1:11.10.

FOOTBALL

FRENCH LEAGUE: Southampton 3, Nantes 1.

CRICKET

THE HAGUE: One-day matches: Friday, New Zealand 184 for 60, Australia 131 for 60.

TENNIS

HULL: Yorkshire Championships: Final: M. Youngs 6-3, S. Hearn 6-2.

BASEBALL

NEW YORK: Yankees 10, Boston Red Sox 1.

GOLF

MEMPHIS: Classic tournament (US Open) ended in a tie between Fred Couples and Tom Weiskopf.

BOWLS

HENRI: Henfield Bowls Club: Final: D. G. D. 15-10, W. H. 10-15.

MOTOR CYCLING

DOUGLAS: Isle of Man: Steve Gredford won the 1986 Manx Grand Prix.

SPEEDWAY

NATIONAL LEAGUE: Edinburgh 40, Middlesbrough 35.

CRICKET

OSAN: Seoul: 1st Test: South Korea 115, Australia 115.

RUGBY LEAGUE

AUCKLAND: World student amateur cup: Australia 18, New Zealand 54.

SHOW JUMPING

CHAUFORTAUX: Belgium: International competition: Nazim's Cup: 1. Britain 19, 2. Netherlands 18.

SWIMMING

TOKYO: International synchronized competition: 1. Japan 20, 2. Netherlands 18.

RUGBY LEAGUE

Holmes returns to winning ways

By Keith Macklin
The rugby worlds of Terry Holmes and Bradford Northern took brighter news, Holmes, who twice dislocated his shoulder last season following his £80,000 signing for Northern, yesterday survived 80 minutes of a punishing game against a strong Widnes side and won the applause of the crowd as he passed up the first two Bradford tries in a 17-12 victory.



Tillekaratne, the young Sri Lanka's centurion, yesterday

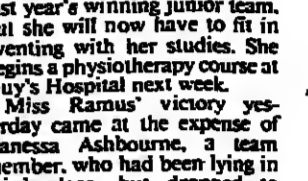
Young England are struggling

By Ivo Tennant
TRENT BRIDGE: England's Young Cricketers, with five first innings wickets in hand, are 272 runs behind Sri Lanka Young Cricketers.

HORSE TRIALS

Europe put in shade by British juniors

By Jenny MacArthur
In a victory reminiscent in its completeness of the senior team's victory at Burghley last year, Britain not only won the team gold medal at the European Young Riders Three Day Event Championships at Rotherfield Park in Hampshire yesterday, sponsored by Beehive Car Parks, but also took all three individual medals.



Tillekaratne, the young Sri Lanka's centurion, yesterday

McGuigan in top form at the wheel

Barry McGuigan, the former world featherweight champion, at the wheel of an Orion, completed the course on his debut as a rally driver over the weekend and won high praise for his expert's experts (George Ace writes).

RESULTS FROM EUROPEAN ATHLETICS CHAMPIONSHIPS IN STUTTGART

Men's 100 METRES: 1. V. Kovalev (USSR), 10.25sec. 2. E. W. (USSR), 10.27sec.

GYMNASTICS

Russians' all-round excellence

By Yelena Shushnova, of the Soviet Union, won the women's individual all-round title with 39.825 points in the seventh World Cup gymnastics tournament here yesterday evening.

US Open tennis results

Men's 1st Round: J. H. L. (USA) 6-3, 6-3, 6-3; J. H. L. (USA) 6-3, 6-3, 6-3.

Friday's results

Men's 100 METRES: 1. S. Carls (FR), 10.20sec. 2. A. Bruggers (FR), 10.22sec.

Saturday's results

Men's 100 METRES: 1. S. Carls (FR), 10.20sec. 2. A. Bruggers (FR), 10.22sec.



Today's television and radio programmes

Edited by Peter Davalle and Elizabeth Larard

HORSE TRIAL... Europe in shade... British juniors... GYMNASTICS... Russian all-round excellent

BBC 1
6.00 Ceefax AM
6.50 Breakfast Time with Sue Cook and Guy Chalmers

TV-AM
6.15 Good Morning Britain
presented by Anne Brown and Adrian Brown



Harvey Milk, the subject of a Channel 4 documentary (10.00)

CHOICE
won an Oscar, and no wonder. Milk was the San Francisco champion of the city's 'gay'...

CHOICE
much smaller scale and totally confined to the realms of fiction, Garth Jones's FIGHTING BACK (BBC1)

Radio 1
10.15 Jazz Revisited: another in the Steve Rice series in the Steve Rice series

Radio 2
On medium wave Stereo on VHF News on the half hour from 5.30am until 8.30pm

Radio 3
On VHF (in stereo), and MW 6.35 Open University, Education bulletin 7, Until 6.55am

10.30 Play School (r)
10.30 Trades Union Congress 1986: Further live coverage

11.00 World Cup Gymnastics: Exclusive coverage from Peking of the men's apparatus finals

BBC 2
6.55 Open University: Maths: Modelling Cranes. Ends at 7.20

CHANNEL 4
2.30 The Puppet Man: The first of a repeated six-part dramatized documentary

Radio 4
On long wave. Stereo on VHF (s) 5.55 Shipping, 6.00 News Briefing

Radio 4 (cont.)
7.00 News, 7.05 Ceefax, 7.20 Science Now - In Passing, Colin Tudge passes through Hill Farming

Radio 4 (cont.)
7.50 When Youth and Pleasure Meet: A celebration to mark the 30th anniversary of the National Youth Theatre

Radio 4 (cont.)
8.00 News, 8.05 Ceefax, 8.10 News, 8.15 Ceefax, 8.20 News, 8.25 Ceefax

12.00 World Cup Gymnastics: Exclusive coverage from Peking of the men's apparatus finals

12.00 The Little Green Man: The adventures of a visiting space creature (r) (12.10)

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ENTERTAINMENTS

CONCERTS
BARBICAN HALL 628 8795/638
6.45-8.15 The National Youth Theatre

THE HIT MUSICAL
COMEDY
LA CAGE AUX FOLLES
APPROVAL' 8.7m

THE BUSINESS OF MURDER
6TH THEATRE YEAR
NATIONAL THEATRE COMPANY

THE COCKTAIL PARTY
THE MUSETRAP
CABARET
WAYNE LINE

WHITWALL SWIV
POLY JAMPA
PATRY HARRIS
PATRY HARRIS

THEATRES

ARELPH 626 7611 or 240 7913
6.45-8.15 The National Youth Theatre

ART GALLERIES

BARBICAN ART GALLERY, Bar-
628 4141, 6.45-8.15

OPERA & BALLET

COLISEUM 8 826 3161
CC 240 6280

THEATRE OF COMEDY

THEATRE OF COMEDY
THEATRE OF COMEDY

ART GALLERIES

BARBICAN ART GALLERY, Bar-
628 4141, 6.45-8.15

SPORT

British complete triumphant championships

From Pat Butcher, Athletics Correspondent, Stuttgart

Steve Cram won his gold and self-respect back. Jack Buckner ran the greatest race of his life to take the 5,000 metres, and looking for the Americans after their sub-three minute victory...

Yesterday he needed to confirm that contention in a similar dawlde, with the tension, that had dissipated since Sebastian Coe's brilliant victory in the 800 metres and subsequent British successes...

Jack Buckner, in contrast, was overjoyed with his gold medal. Many people have said, in private if not in public, that Buckner would never win a big title, or even a big race. We are duly contrite.

Defeated Jones forced to revise his racing schedule

From Pat Butcher, Stuttgart

Steve Jones had style, even in defeat, after looking as likely as he had been in his three marathons up until Saturday, he conceded a two-minute lead at half way, and crawled across the line in twentieth place out of 21 finishers.

GOLF

Langer slips past Davis

From Mitchell Platts, Dusseindorf

Bernhard Langer won the German Open on the Hubbelrath course here yesterday when he holed from 15 feet for a birdie at the fifth extra hole to overcome Rodger Davis of Australia in a marathon play-off.

Sandy Lyle also sprang out of the pack with a 66 to share third place on 275 with Mark McNulty (67), of Zimbabwe, while Ian Woosnam (66) and Mark Mouland (69) were one stroke further adrift.

run, by which time Gladwin had taken the lead, with Cram a close fifth. For Coe was 11th. And the pace had been picking up perceptibly. In fact, the last 800m was being run in 1:49.02, and when Cram took the lead at the bell, the pattern was set for the chase.

Buckner, sporting a spiking orange and white, readily conceded: "I've never beaten anyone coming off the bend before. I didn't feel good in Edinburgh [second to Overt] and I didn't really feel that good in the middle laps here. I was going to lead with three laps to go, but somebody did it for me. Although I was running hard when the pace picked up I knew I still had something left."

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Golden moment: Cram turns the tables on Coe in the 1,500m

Paradox of the race made for Coe to win

The story of the 1500 metres final, and Steve Cram's retention of his European title, lay in the difference between the first and last 800 metres. The irony was that Cram should gain revenge on Sebastian Coe in a slow race which it had been supposed would be likely to favour Coe.

Strength has always been the base of Cram's exceptional running over the past four years. In championships and record-breaking, and it was strength that now enabled him to re-establish his reputation, when defeat by Coe would have called into question much of what Cram has achieved.

Neither had run outstandingly, but Cram, taking the bold decision to push up the pace when the runners had almost slowed to a walk on the first bend, found within himself what was necessary in spite of some troubles he has been suffering with his calf.

Coe, who had run 3:35 a couple of times since his influenza during the Commonwealth Games, must be wondering whether he should, unaccustomed as it is for him, have run from the front and made it a fast race to put the maximum pressure on Cram's suspect condition.

At the finish, Coe congratulated Cram and quickly disappeared to the dressing-room to leave his rival savouring the acclaim which he had denied him in Los Angeles. Was this the last time we shall have seen the 30-year-old multiple world record-breaker and Olympic champion in a major championship?

Certainly it is unlikely that he will ever again run in the two events he has contested here, not even next year's world event. "I don't want to sound biased, but I would never want to go through all the training and hard work of preparing through the winter if I didn't believe I had a chance of winning the gold medal," he says.

Thomas Schönlbe, runner up to Black, was a hundredth of a second outside his 1985 time of 44.62 and both are in range of Alonzo Babers's 1984 Olympic time of 44.27.

Evans's altitude record in peril. Roger Black's winning time of 44.59 in the 400 metres suggests that Lee Evans's 18-year-old world record of 43.86 established at altitude in the Olympic Games in Mexico City, is soon going to be threatened even at sea level.



David Miller

competitively just for the sake of being there," he says. Although these championships have been a resounding success, the mood has been clouded by widespread talk of an increase in blood-doping, the process by which an athlete tops up his haemoglobin shortly before competitions with an injection of extra blood, previously extracted and in the interim replaced by the body's normal process.

The suspicion that prominent athletes have been using this process has existed since the 70s and before, and the means of detecting it, short of a forensic inspection of competitors' forearms for needle punctures, is difficult. One possibility would be for drug tests to be made on a blood sample following the event instead of urine. This would more easily facilitate the detection of those drugs already banned, and would also provide a measure of haemoglobin content in comparison with the competitor's normal level.

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TENNIS

Wilkison draws the first blood

From Rex Bellamy, Tennis Correspondent, New York

Yannick Noah, seeded fifth, was beaten by Tim Wilkison of North Carolina in the United States championships on Saturday. Of the players seeded to reach the last eight of the singles events, Noah was the first to lose.

Stefan Edberg won a five-set match for the second day running, this time a charming duel with Ramesh Krishnan. By contrast Ivan Lendl has won nine consecutive events, though the three sets he played with Jonas Svensson took a long time. "I had to be careful," Lendl said later.

Lendl's next opponent will be Brad Gilbert, who beat Johan Kriek. The other day Kriek was walking past a pitch-and-putt course outside the tennis centre when a wayward ball hit him on the head, raised a bump, and made him very cross.

Two of the top eight women seeds were taken to three sets: Pam Shriver by Elise Burgin and Bonnie Gadusek by Helen Klesi. For the third time Steffi Graf lost only one game, this time against Beverly Bowls of Texas, who retired in the second set because she was feeling dizzy (nothing to do with golf balls).

Double for Lineker. Gary Lineker, the former Everton forward and top marksman in the World Cup finals in Mexico, scored twice for his new club, Barcelona, on the opening day of the Spanish League season.

Victory leap. Britain's show jumping team won the Nations Cup event in Liège on Saturday to maintain their lead in the President's Trophy world championship. The team of 19 pairs had a two-round total of 19 points to finish one point ahead of Brazil and the Netherlands, who came joint second.

YACHTING

A ripping start to world sail

From Barry Fickthall, Newport, Rhode Island

The BOC single-handed round the world yacht race began in spectacular fashion from Newport with three competitors damaging their yachts in collisions and a fourth suffering a broken headsail halfway before the 25-strong fleet had even ventured out of Narragansett Bay.

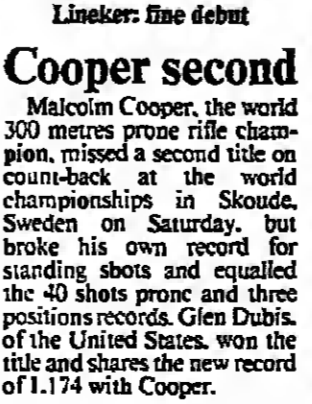
The French yacht came out of it virtually unscathed, but Lührs, one of the favourites, had to be towed back to dock for repairs to be made on his yacht's rudder and aerials.

Harry Mitchell, of Britain, sailing the Class 2 entry Double Cross, also made a tentative start and yesterday morning was lying last until the South African, Bertie Reed, was forced to turn back with auto-pilot problems.

Duck broken. Britain and Ireland gained their first overseas victory against the Continent of Europe when they won the youths golf international in Bilbao, yesterday. They won with an overall score of 13 1/2 points to 10 1/2, after taking the singles 5-3. Earlier they shared the morning foursomes 2-2 to make the match score 8 1/2-7 1/2.

Title defence. Turin (AP) - Bernardo Pinango, of Venezuela, the World Boxing Association (WBA) bantamweight champion, will put his title at stake against the Italian challenger, Ciro De Leva, in Italy next month. The contest will probably be held on October 4.

Glum Scots. Scotland failed to find their form in the weekend's triangular hockey tournament at Linwood in Glasgow as France beat them 2-1. Scotland took second place, having beaten Ireland 1-0 on Friday. France and Ireland drew 2-2 on Saturday.



Lineker: fine debut

FOOTBALL

Rangers find it easy against old rivals

By Hugh Taylor

Rangers 1 Celtic 0. A well-designed goal in the 74th minute gave Rangers a deserved win over Celtic in the first Scottish league game to be televised live at Ibrox Park yesterday.

At last Graeme Souness's expensively purchased side played, after a faltering start, with more than a few glimpses of distinction and the winning goal from Durrant, after a brisk, concerted attack in which Cooper was prominent, was a gem. A crowd of 43,502 enjoyed a sporting match in which only three players were cautioned. Yet with the players being terribly nice to each other and the referee intent on punishing the slightest nudge, it was not long before the flattest start in Old Firm history ended in traditional fashion following an old-style lunge by Aitken, the Celtic captain, on Durrant which left the Ranger sprawling in agony. The Celt was cautioned, in the referee's book, by Butcher and Nicholl.

colleagues kept Bonner busy at the opposite end. But the nearest the home side came to scoring was when McGugan appeared to handle a shot from the exciting McMinn in the penalty area. After the eccentric McMinn had almost scored with an amazing run and shot which Bonner saved with nothing to spare, only a post spared Celtic's ill-at-ease defence when Ferguson's shot bounced clear only for McMinn to hit the rebound into Bonner's body. Having made changes by taking off Burns, who had struggled sadly, bringing on W McStay and pushing Grant into midfield, Celtic started the second half with more spirit and McLeod had a shot blocked. Although Bonner was called on to make a fine save from a Fraser free kick, it was a more equal contest after the interval with McNulty, who had come on for Archdeacon - who was out of his depth - enjoying a fair share of the attack.

Advertisement for Willis TUC Strike, featuring a large graphic of a person's face and the text 'Willis TUC Strike'.